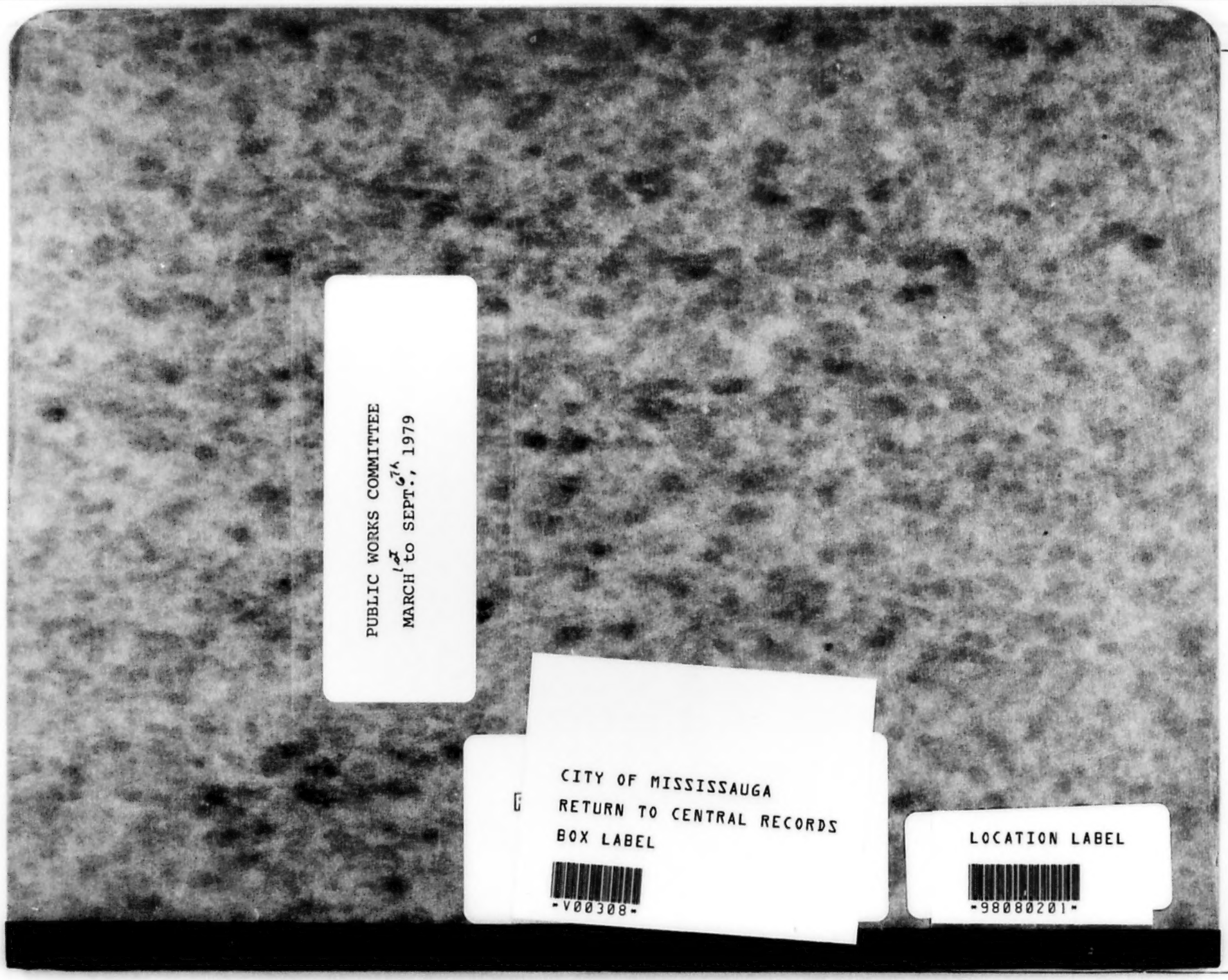
V00308 001
790301-790906 AGENDA/MIN
197909

OPERATION & WORKS COMMITTEE MG.O

LAKE AQUITAINE


PUBLIC WORKS COMMITTEE
MARCH 1st to SEPT. 6th, 1979
CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL
-V00308-
LOCATION LABEL
-98080201-

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, SEPTEMBER 6, 1979; 7:30 P.M.

COUNCIL CHAMBERS

Chairman: Councillor K. Dear
Vice-Chairman: Mr. P. Carlson

Members: Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr
Councillor S. Mahoney
Mr. R. B. Martin
Mr. B. Belford
Mr. F. J. Dale
Mr. A. Nemetz

Prepared by: Clerk's Department
Date: August 31, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, SEPTEMBER 6, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	86-79	Torbram Road - Stopping of Traffic
2.	86-79	Parking Problems on Helene Street North
3.	86-79	Parking on Robert Speck Parkway
4.	106-79	Cooksville Creek Watershed Study
5.	M-122	Encroachment Agreement Over Storm Sewer Easement
6.	T-24597 OZ-88-73	Rosnor Developments
7.	T-77010 T-25152	Cider Mills Development R. D. Russell Subdivision
8.	86-79 9-79A	Exemption of Taxicabs From Certain "No Right Turns"
9.	86-79	Parking Conditions on Stavebank Road in Vicinity of Senior Citizens Apartment
10.	18-79 35-79	Prohibition of Heavy Trucks on Winston Churchill Boulevard
11.	139-79	1979 Maintenance Expenditures
12.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE: THURSDAY, SEPTEMBER 6, 1979
COUNCIL CHAMBERS AT 7:30 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated August 21, 1979 from the Commissioner of Engineering and Works regarding a complaint from the Peel Regional Police that motorists are stopping on Torbram Road where coffee trucks are located and disrupting traffic. In his report, Mr. Taylor advises that he recognizes that this is a problem and therefore recommends that the Traffic By-law #444-79, as amended, be amended to prohibit stopping between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. Monday to Friday on both sides of Torbram Road between Derry Road and the northern City limits.

   File: 86-79

   RECOMMEND ADOPTION

2. Report dated August 29, 1979 from the Commissioner of Engineering and Works regarding a petition from owners of businesses on the east side of Helene Street North in the former Town of Port Credit regarding parking problems caused by the proximity of the GO train station. In his report, Mr. Taylor indicates that patrons of the GO Train monopolize the parking spaces on Helene Street and there is little space for customer parking. Therefore, Mr. Taylor recommends that the Traffic By-law #444-79, as amended, be amended to restrict parking to a maximum interval of one hour between 8:00 a.m. and 6:00 p.m. daily, Sundays and Holidays excepted, on the east side of Helene Street North between Queen Street East and Park Street East.

   File: 86-79

   RECOMMEND ADOPTION

3. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding the problems created by "On Street" parking on Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road. In his report, Mr. Taylor recommends that the Traffic By-law #444-79, as amended, be amended to prohibit parking on both sides of Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road.

File: 86-79

RECOMMEND ADOPTION

4. Report dated August 27, 1979 from the Commissioner of Engineering and Works regarding the Cooksville Creek Watershed Study. In his report, Mr. Taylor advises that M. M. Dillon Limited, Consulting Engineers, were authorized by City Council in July, 1978, to proceed with the design of a detention facility on the Cooksville Creek north of Square One to provide sufficient capacity to detain a 50 year flood with a release rate of a 25 year flood. Mr. Taylor further advises that it has become apparent that such a detention system cannot provide the 50 year flood protection as originally envisioned. Therefore, Mr. Taylor recommends that channelization, including culvert enlargements, should be undertaken in certain areas of the Cooksville Creek to provide adequate flood protection to existing developments south of Mississauga Valley Boulevard to a minimum of a 100 year ultimate flood. These works are considered necessary to accommodate future development in the Cooksville Creek Watershed at a total estimated cost of $4,500,000.00 in 1979 dollars, excluding land acquisition. In his report, Mr. Taylor recommends:

a) That stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisition.

b) That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

c) That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

ITEM 4 CONTINUED .....

d) That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current Association of Professional Engineers of Ontario rates.

e) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in the Five-Year Capital Budget.

f) That application be made by the City Engineer to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

Copies of the Cooksville Creek Watershed Study report prepared by M. M. Dillon Limited, are included with the agenda of Committee members and Councillors only. Representatives of the Consulting Firm will be available at the meeting to review their report with the Committee.

File: 106-79

RECOMMEND ADOPTION

5. Report dated August 9, 1979 from the Commissioner of Engineering and Works regarding an Encroachment Agreement over a storm sewer easement on Lots 579 and 580, Registered Plan M-122 located on Trellis Court, north of Folkway Drive, east of Erin Mills Parkway in Ward 8. In his report, Mr. Taylor advises that the houses constructed on these lots encroach on a 10 foot wide storm sewer easement for a catchbasin by one foot or less. Mr. Taylor further advises that this minor encroachment will not cause any maintenance or structural problems and, therefore, Mr. Taylor recommends that a by-law be passed authorizing the Mayor and Clerk to execute an Easement Encroachment Agreement between Town-Wood Homes Limited, the Developer, and the City of Mississauga, permitting the encroachment of the easement over Lots 579 and 580, Registered Plan M-122

File: M-122

RECOMMEND ADOPTION

6. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding a proposed plan of subdivision submitted by Rosnor Developments, T-24597 and OZ-88-73, for lands located immediately west of Dixie Road and immediately south of the Parkway Belt West. In his report, Mr. Taylor advises that access to the Developer's lands will be through lands presently being serviced and owned by Cadillac-Fairview Corporation. Mr. Taylor further advises that a second access to Hickory Drive is required but that the Developer has tried, without success, to purchase the right-of-way from the present owner. As the Developer has agreed to pay for the cost of the land acquisition and the construction of Hickory Drive, Mr. Taylor recommends:-

   a) That the Property Agent be authorized to commence negotiations with Mr. Robert Roberty, owner of the lands through which the Hickory Drive extension must pass, to acquire the necessary lands.

   b) That Rosnor Developments Limited, T-24597 and OZ-88-73, not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed and until a second outlet is available via Hickory Drive.

   Files: T-24597
   OZ-88-73

   RECOMMEND ADOPTION

7. Report dated August 22, 1979 from the Commissioner of Engineering and Works regarding an agreement by which the City agreed to provide $33,000.00 to Cider Mills Development - T-77010 and R. D. Russell Subdivision - T-25152, for the City's cost of the construction of a storm sewer on Mississauga Road. Mr. Taylor further advises that Council also indicated that there may be additional City participation and that this matter would be reviewed prior to the commencement of the construction of the workings. Mr. Taylor advises that he is in receipt of a letter from the Consulting Engineer for these developments requesting an additional $21,183.00. Mr. Taylor recommends:-

   "That R. E. Winters and Associates and Cummer Yonge Investments (Successors to Cider Mills Development and R. D. Russell) be advised that:

   a) The City of Mississauga will contribute $33,000.00 as previously agreed towards the cost of the storm sewer on Mississauga Road when the sewer has been constructed to the satisfaction of the Commissioner of Engineering and Works.

ITEM 7 CONTINUED .....

b) The City of Mississauga will consider an additional amount up to $21,183.00 towards the cost of the storm sewer on Mississauga Road at the time of approval of the 1980 Capital Budget and that such construction in 1980 not be considered a guarantee that all or part of these funds will be approved.

Files: T-77010
T-25152

RECOMMEND ADOPTION

8. Report dated July 17, 1979 from the Commissioner of Engineering and Works regarding a proposal that taxicabs be exempted from "No Right Turn" signs on Dundas Street at Glengarry Road, Old Carriage Road and at Stavebank Road and Lakeshore Road. In his report, Mr. Taylor advises that it is not appropriate to consider exemptions for taxicabs to any provisions of the Traffic By-law and recommends that the Traffic By-law #444-79, as amended, not be amended to allow exemption for taxicabs or any other classification of vehicle other than those presently provided.

This report was considered by the Taxicab Authority at its meeting on August 13,1979 and it was recommended that the report be referred to the Public Works Committee and that representatives of the Taxicab Authority and the Glen Sharon Homeowners Associatio- be invited to attend this meeting.

Files: 86-79
9-79A

RECOMMEND ADOPTION

9. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledges that there is a parking problem in this area and recommends that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

This report was originally considered by the Public Works Committee at its meeting held on August 17, 1979 and deferred to this meeting of the Committee for further consideration.

File: 86-79

RECOMMEND ADOPTION

10. Report dated August 8, 1979 from the Commissioner of Engineering and Works regarding the proposal to prohibit heavy trucks on Winston Churchill Boulevard. In his report, Mr. Taylor advises that the City and the Regional Municipality of Peel are working on a truck traffic study and, therefore, are not prepared to recommend the prohibition of heavy trucks on any major road until the truck study is finalized in February of 1980.

Therefore, Mr. Taylor recommends:

a) That no action be taken at this time to prohibit heavy trucks on Winston Churchill Boulevard north of Dundas Street.

b) That City staff co-operate with Regional staff to ensure that the Trucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the Summer of 1980.

c) That the Region of Peel be advised of these recommendations.

This report was originally considered by the Public Works Committee at its meeting held on August 17, 1979 and deferred to this meeting of the Committee for further consideration.

Files: 18-79
35-79

RECOMMEND ADOPTION

11. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to 1979 Maintenance Expenditures. Mr. Taylor advises that as a result of a recent analysis and without any adjustments, he is projecting a $712,000.00 gross over-expenditure and a $443,000.00 net over-expenditure in the maintenance accounts as of December 31, 1979. In order to reduce this over-expenditure, Mr. Taylor is recommending that he immediately re-allocate certain gross amounts to emergency storm sewer repairs which, at the present time, has a gross over-expenditure of $140,000.00 and is projected to reach $195,000.00 minimum by the end of the year.

In addition, he is recommending that the balance of the over-expenditure, along with an additional $55,000.00, with the work still to be carried out on emergency storm sewer repairs, be made available from the 1978 Capital Account - City Participation in Storm Sewer Oversizing.

ITEM 11 CONTINUED ....

Mr. Taylor points out that if his recommendation is endorsed by Council, he would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit. Mr. Taylor further advises that there is a large deficit in the Yard Bin Account wherein he is projecting an over-expenditure of $195,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Programme.

Mr. Taylor further points out that he is requesting the Region of Peel to review this matter and hope that they would absorb the $140,000.00 increased charges for 1979. If the Region should agree to absorb the $140,000.00, this would reduce our over-expenditure to approximately $20,000.00. In his report, Mr. Taylor recommends:-

a) That $95,000.00, as indicated in the report of the Commissioner of Engineering and Works dated July 19, 1979, be re-allocated from various maintenance activities to Emergency Storm Sewer Repairs.

b) That $100,000.00 from the 1978 Capital Budget - City Participation in Storm Sewer Oversizing - be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

c) That any additional Storm Sewer Emergency Repairs be made as required by the Commissioner of Engineering and Works, and that a report be made as soon as possible to the Public Works Committee requesting additional funds.

d) That the Region of Peel be requested to eliminate the dump charges for the City of Mississauga Yard Bin Programme.

The above recommendation was adopted by the Public Works Committee at its meeting held on August 2, 1979. However, Council at its meeting held on August 13, 1979, at the request of Councillor Taylor, referred this matter back to the Public Works Committee for further consideration.

File: 139-79

RECOMMEND ADOPTION

12. Summary of Unfinished Business relating to the Public Works Committee as of August 31, 1979.

File: 139-79

RECOMMEND RECEIPT

JM

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00049

1.

To The Chairman and Members
Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

August 21, 1979

LADIES & GENTLEMEN :

SUBJECT : Proposed "No Stopping" on Torbram Road.

SOURCE : Engineering and Works Department.

COMMENTS : The Engineering Department has received complaints from the Peel Regional Police regarding problems with motorists stopping on Torbram Road where coffee trucks are located and disrupting traffic flow during the peak traffic periods.

Torbram Road carries heavy peak hour volumes of commercial and industrial traffic. The stopped vehicles restrict the curb lanes thereby reducing capacity, cause undesirable weaving and create unnecessary hazards.

The erection of "No Stopping" signs effective during the peak periods should discourage this practice and will allow the Peel Regional Police and/or the City's Parking Control Officers to enforce any violations of this prohibition.

RECOMMENDATION : 1) That Stopping be prohibited between 7.00 - 9.00 a.m. and 4.00 - 6.00 p.m. Monday to Friday on both sides of Torbram Road from Derry Road to the north City limit.

2) That the attached draft by-law to amend Traffic By-Law No. 444-79, as amended, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RECEIVED
REGISTRY No. 9819
DATE AUG 27 1979
FILE No. 86-79
PUBLIC WORKS DEPARTMENT

Att.

cc : E.M. Halliday
All Commissioners

DTJ:jb

FILE REF: 11 141 00039
13 211 00008
11 161 00011

City of Mississauga

MEMORANDUM

2.

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

LADIES & GENTLEMEN: August 29, 1979

SUBJECT: Request to limit on-street parking on the east side of Helene Street North.

ORIGIN: Letter and petition from Mr. and Mrs. E. Houle, owners of Sheridan Dry Cleaners, and neighbouring store owners.

COMMENTS: Mr. and Mrs. Houle have expressed concern over the existing three hour parking limit on the east side of Helene Street North between Queen Street East and Park Street East. They are concerned in that patrons of the GO Station and neighbouring apartments tend to monopolize this space and with the west side of Helene Street being completely restricted, there is very little space for their customers to park. For this reason, they are requesting we consider posting the east side of Helene Street North with a one hour parking limit. We would agree to this request but would suggest the one hour maximum parking limit be from 8:00 a.m. until 6:00 p.m. daily, Sundays and holidays excepted. In this manner we will create the necessary turnover during business hours, while improving the ease of enforcement and also provide for any lack of off-street parking during the non-business hours.

RECOMMENDATIONS:

1) That the east side of Helene Street North between Queen Street East and Park Street East be restricted to a maximum parking interval of one hour between the hours of 8:00 a.m. until 6:00 p.m. daily, Sundays and holidays excepted.

2) That the attached draft by-law to amend Traffic By-Law No. 444-79, as amended, be approved.

A.E. McDonald
for William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners
Mr. & Mrs. E. Houle

RECEIVED
REGISTRY No. 9889
DATE AUG 30 1979
FILE No. 86-79
CLERK'S DEPARTMENT

Dear Ms. Moore. 2.a

Attached is a signed copy of all tenants of Stores at 27 Helene St. N. opposite go-train station. This regards the parking problem that we have, which is regular 3 hour parking. From previous Telephone conversation I was advise to have all tenants sign & we could get one hour parking only. For days people have been taking advantages of using the front of stores to park overnight & days at a time. People from building across street parks there & whoever takes go train. It is affecting our business as our customers has no room to park or we to load & unload. We are bringing this to your attention hopefully you can do something about it.

Yours Truly
Jeanette & Ernie Hauk
Sheridan Dry Cleaners
27 Helene ST. N.
Mississauga
Ont
L5C 2V7

RECEIVED TIME
JUL 23 1979

2.b Chris Hanke
Anna Panetta
Linda Harbury
~~Ste~~ San Francisco
Ma Ca

Sheridan Cleaners
Hair - Attori / Hair Design
Courtney Burger
90 Linet : 31
Canto TV Service

BUILDING, ZONING & LICENSE DEPT.
DATE RECD: JUL 12 1979
BUILDING
DEPT FILE:
Rec'd By ____ Date
To:

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00028
11 161 00011

3.

To Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

August 23, 1979

LADIES & GENTLEMEN :

SUBJECT : Parking Prohibition on Robert Speck Parkway.

ORIGIN : Engineering Department.

COMMENTS : Robert Speck Parkway was recently opened to traffic between Hurontario Street and Burnhamthorpe Road, and it is expected to become an important access link to the City Core Area.

At the present time, extensive parking by workers at the new office building is causing a potential hazard to traffic.

Off-street parking areas for the new building are nearing completion and by the time NO PARKING ANYTIME signs could be erected, it will be possible for all workers to park in these off-street lots. It is therefore, recommended that NO PARKING ANYTIME signs be erected on both sides of Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road as soon as the off-street parking areas for the new office building are completed.

RECEIVED
REGISTRY No. 9880
DATE AUG 31 1979
FILE No. 86-79
CLERK'S DEPARTMENT

RECOMMENDATION : 1) That NO PARKING ANYTIME signs be erected on Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road.

2) That the attached draft by-law amendment to Traffic By-Law 444-79, as amended, be approved.

A.E. McDonald
for William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : E.M. Halliday
All Commissioners

RKW:jb

4.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
12 261 00007
12 261 00006
17 111 78056

To The Chairman and Members of the Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. _____

Dept. Engineering and Works

August 27, 1979

SUBJECT: Cooksville Creek Watershed Study

ORIGIN: Engineering and Works Department

COMMENTS: In July 1978 City Council authorized M. M. Dillon Limited, Consulting Engineers, to proceed with the design of a detention facility on the Cooksville Creek north of Square One. The hydraulic principle behind this detention area was to provide sufficient capacity to detain a 50-year flood with a release rate of a 25-year flood. If this could be accomplished, it would be effective in providing a 50-year protection downstream of the detention area.

RECEIVED
REGISTRY No. 9927
DATE AUG 29 1979
FILE No. 106-79
CLERK'S DEPARTMENT

The 50-year flood level protection was approved by Council in 1977 in lieu of providing a regional storm flood protection (Hurrican Hazel) through extensive channelization and detention works at an estimated cost well in excess of Twenty Million Dollars. During the Consultant's review it became apparent that the detention of storm water could not fully provide the desired 50-year flood protection as originally envisaged. As a result a number of alternatives were examined to provide existing development presently within the regional floodplain with an acceptable level of flood protection. To this end we evaluated the 50-year existing and ultimate flows together with the 100-year ultimate flows for various phases of future development.

The conclusion which we arrived at as a result of the various alternatives was that channelization, including culvert enlargements through additions, should be undertaken in certain areas in order to provide flood protection to existing development south of Mississauga Valley Boulevard to a minimum of 100-year ultimate flood flows.

The total estimated cost of these channel works which involve adding culverts at certain road crossings, dyking and channelization along the Cooksville Creek is $4,500,000.00 in 1979 dollars excluding land acquisition.

...2

Subject: Cooksville Creek Watershed Study

COMMENTS - cont'd. A breakdown of these works and their estimated cost is contained in the Consultant's summary and conclusions appended to this report.

At the present time there is $3,000,000.00 budgeted in the Five-Year Capital Budget for stream improvement works on the Cooksville Creek with $250,000.00 of these funds allocated in the 1979 Capital Budget to the Cooksville Creek.

It is recommended that the $250,000.00 be allocated to the twinning of the Atwater Avenue culvert in 1979 in accordance with the Consultant's priorities.

The Consultant will be available at the Public Works meeting to briefly outline the work done and the conclusions reached.

RECOMMENDATIONS:

1. That the City of Mississauga endorse the recommendations that stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisition.

2. That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

3. That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

4. That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current A.P.E.O. rates.

5. That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in their Five-Year Capital Budget.

..3

4.b

Subject: Cooksville Creek Watershed Study

RECOMMENDATIONS - cont'd.

6. That application be made to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. D.A.R. Ogilvie
Mr. R.G.B. Edmunds
Mr. K. A. Cowan
Mr. I. Lorent, M. M. Dillon Limited
Mr. B. Noels, C.V.C.A.

4.C

SUMMARY AND CONCLUSIONS

The following report presents the 50 and 100-year storm flows for various development conditions in Cooksville Creek and the resulting water surface elevations leading to the identification of the flooding problem areas for these particular storms.

The report also investigates various alternative flood control measures for both the 50 and 100-year storm flows for anticipated ultimate development conditions and makes recommendations on flood control improvement works.

Each recommendation has been costed and a suggested order of priority for the works has been presented.

The main conclusions that can be drawn from this study are:

i) To alleviate the present flooding problems due to a 50-year storm and to prevent additional flooding problems occurring as development progresses, the recommended improvement works at the following locations should be undertaken now. The locations are listed in a suggested order of priority together with their associated estimated cost :

Identified Problem Area	Estimated Cost
Atwater Avenue and Reach immediately downstream.	$485,000
Reach immediately downstream of CPR.	$ 18,000
Paisley Boulevard and Reach immediately downstream.	$350,000

4.d

Identified Problem Area	Estimated Cost
Q.E.W.	$550,000
Reach between Atwater Avenue and Q.E.W.	$390,000
Highway No. 2	$280,000
Camilla Road	$150,000
Dundas Street	$840,000
Kirwin Avenue	$200,000
King Street	$330,000

At all the above locations, the 100-year flood protection works were recommended and the estimated costs reflect this.

ii) Following Phase II development, the recommended CPR improvement works should be carried out at an estimated cost of $410,000.

iii) Additional improvement works to alleviate the flooding problems due to a 100-year storm will be required at the following locations:

Identified Problem Area	Estimated Cost
CNR	$430,000
Reach between Lake Ontario and Highway No. 2	$ 18,000

JM

City of Mississauga

MEMORANDUM

File: 16 111 75059
11 141 00039

5.

To Chairman and Members of the Public Works Committee

From Mr. W.P. Taylor, Commissioner

Dept. _____

Dept. Engineering and Works

August 9, 1979

SUBJECT: Encroachment of a Storm Sewer Easement
On Lots 579 and 580 Plan M-122
Located West of Erin Mills Parkway and
North of Folkway Drive.

ORIGIN: Engineering and Works Department.

COMMENT: Under the terms of an Engineering Agreement with Cadillac Fairview, the City was provided with a ten foot wide storm sewer easement over a catchbasin lead aligned along the mutual property boundary for Lots 579 and 580, Plan M-122.

Subsequent to the provision of this easement and the installation of the catchbasin lead, the buildings sited on each side of this easement were noted to be encroaching on this easement each by one foot or less.

Insofar as it has been determined that this minor encroachment will not cause for any detrimental maintenance or structural problems, we have had an encroachment agreement submitted by the builder's lawyer. This agreement has since been forwarded to our Legal Department for their review and approval.

RECOMMENDATION: That a By-Law be passed authorizing the Mayor and Clerk to execute an easement encroachment agreement permitting the encroachment of the easement over Lots 579 and 580, Plan-122.

RECEIVED
REGISTRY No. 9637
DATE AUG 2 1 1979
FILE No. M122
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.
Commissioner,
Engineering and Works

RWB/fw

cc: Mr. E. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 78138
16 111 73141
11 141 00039

6.

To Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng.
Dept. Commissioner

August 23, 1979

SUBJECT: Rosnor Developments Limited - proposed plan of subdivision.

ORIGIN: Engineering and Works Department.

COMMENTS: On the attached plan we have shown Rosnor Developments lands, and as you can see, they have only one outlet which will be through lands presently being serviced, but as yet not registered, by Cadillac Fairview.

We have had many discussions with Mr. Eric Hanson re Rosnor Developments with respect to a second access either to Hickory Drive or to Dixie Road, and we have concluded that the best solution is via Hickory Drive.

The developer has tried to acquire this right-of-way from the owner without success. He is, therefore, asking that we consider expropriation of this right-of-way since he has had draft approval, and since this extension would conform to the Secondary Plan for North North Dixie. Further, he has agreed to pay the cost of the acquisition and construction of Hickory Drive.

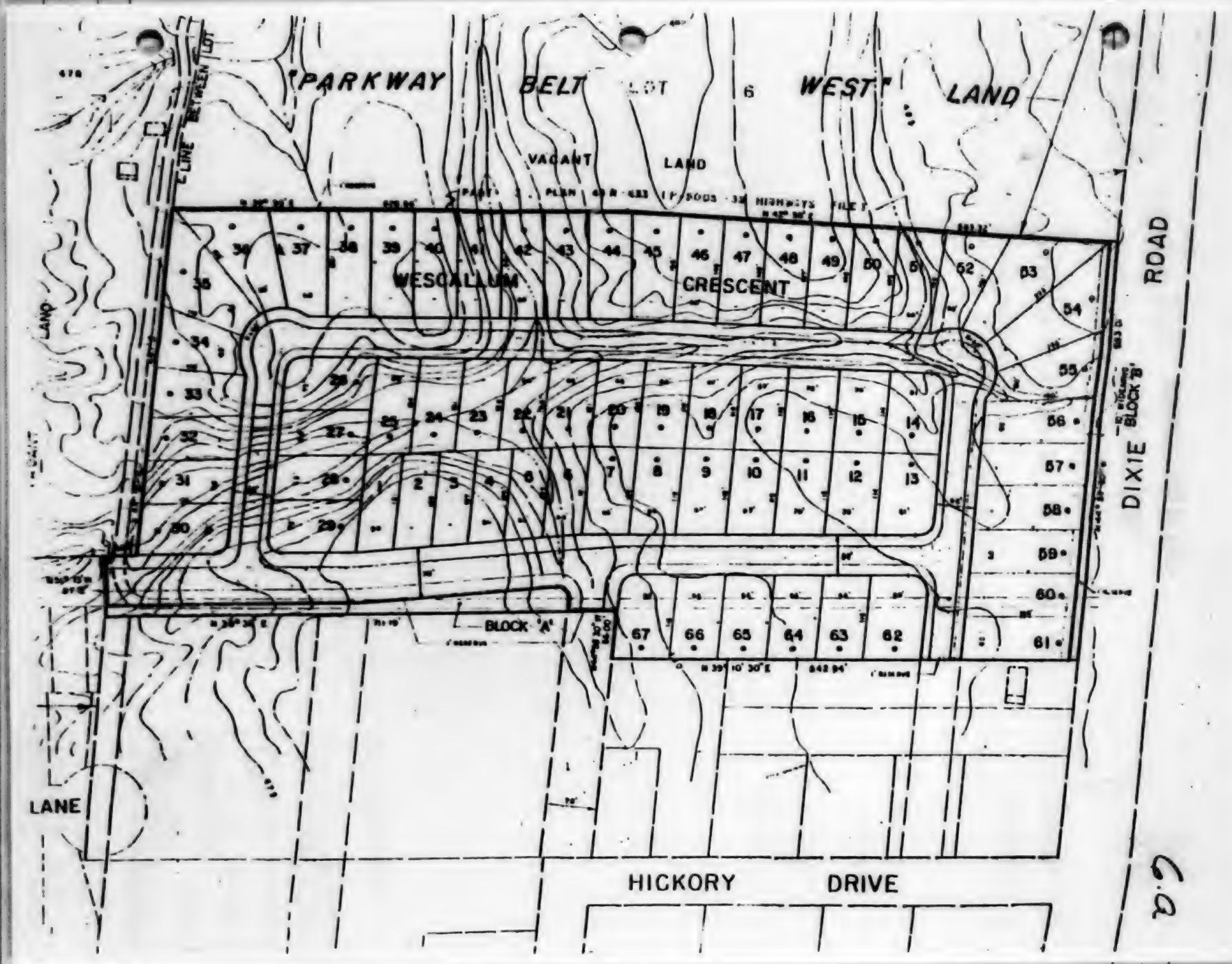
RECOMMENDATIONS: 1 - That negotiations be commenced with Mr. Robert Roberty to acquire Hickory Drive through his lands.

2 - That Rosnor Developments Limited not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed; and until a second outlet is available via Hickory Drive.

RECEIVED
REGISTRY No. 9818
DATE AUG 27 1979
FILE No. C3-58-13
T-2405-97
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners
J. R. Beilby,
W. Vinter,
C. Hoffren.
Att. 1


PARKWAY BELT
LOT 6
WEST
LAND
VACANT LAND
WESCOLLUM
CRESCENT
DIXIE ROAD
BLOCK 'A'
LANE
HICKORY DRIVE
C.Q

7.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 77070
16 111 75088
11 141 000

To Chairman and Members of Public Works From William P. Taylor, P. Eng.

Dept. Committee Dept. Engineering and Works

August 22, 1979

SUBJECT: Cider Mills Development T-77010 and
R. D. Russell Subdivision T-25152

ORIGIN: Engineering and Works Department.

COMMENTS: Attached to this report is a copy of our report to General Committee dated July 4, 1978, suggesting cost sharing for the storm sewer on Mississauga Road for the Cider Mills and R. D. Russell developments. This was approved by Council on August 14, 1978.

This approval gave the developers $33,000.00 in City funds, which were subsequently set aside for storm sewer construction on Mississauga Road.

In addition, recommendation "A" indicated that there might be additional City participation and that this matter would be reviewed prior to the commencement of construction.

We are, therefore, attaching a letter from R. E. Winters and Associates, dated August 17, 1979, which outlines increased tender prices, and suggests an additional $21,183.00 should be paid by the City towards the storm sewer construction on Mississauga Road.

RECOMMENDATIONS: That R. E. Winters and Associates and Cummer Yonge Investments (Successors to Cider Mills Development and R. D. Russell) be advised that:-

1 - The City of Mississauga will contribute $33,000.00 as previously agreed towards the cost of the storm sewer on Mississauga Road when the sewer has been constructed to the satisfaction of the Commissioner of Engineering and Works.

2 - The City of Mississauga will consider an additional amount up to $21,183.00 towards the cost of the storm sewer on Mississauga Road at the time of approval of the 1980 Capital Budget. It should be understood that this is not a guarantee that all or part of these funds will be approved.

RECEIVED
REGISTRY No. 9710
DATE AUG 25 1979
FILE No. T77010 125152
CLERK'S DEPARTMENT

WPT.mh
c.c. E.M.Halliday
All Commissioners
B. J. Austin

William P. Taylor, P. Eng.,
Commissioner.

City of Mississauga

MEMORANDUM

Files: 16 111 75088
16 111 77070
11 141 00011

7.9

To: Mayor and Members of General Committee

From: William P. Taylor, P.Eng.

Dept.:

Dept.: Engineering, Works & Building

1978 07 04

SUBJECT: Storm and sanitary sewer outlets for two proposed residential plans of subdivision on the east and west sides of Mississauga Road at Harkiss Road. These two development sites known as:
(a) R.D.Russell; T-25152; engineering dept. file 16 111 75088
(b) Cider Mills; T-77010; engineering dept. file 16 111 77070

ORIGIN: Engineering Department

COMMENTS: Much concern has been previously expressed by many various parties for the previously proposed storm and sanitary sewer outlets for these two plans of subdivision, being westerly along the unopened Harkiss Road right-of-way into the valley lands of the Sawmill Creek. As a final result of considerable discussion between many parties involved in one way or another it has been decided and agreed upon by the developers to construct the storm and sanitary sewer outlets for these two plans of subdivision southerly down Mississauga Road for a distance of some 2300' and connecting into the Sawmill Creek trunk systems at the Collegeway. In fact this Department has received a submission from the engineering consultants on behalf of the owners of these two development sites on May 16, 1978 and June 29, 1978 for such outlets. The City and the Regional Engineering Departments will review these drawings to ensure that the best possible alignment down this right-of-way is selected from a traffic flow, environmental and municipal standards point of view to ensure that the best possible solution to this servicing problem for these development sites is obtained.

...2

The main portion of the cost for the storm sewer will be borne by the developer with any oversizing involved to accommodate the drainage of the Mississauga Road right-of-way to be a cost participation by the City. Mississauga Road is presently under the jurisdiction of the Region of Peel however it is proposed to have this facility transferred to the City of Mississauga. The degree of participation by the Region of Peel for the sanitary sewer down Mississauga Road is to be determined directly between the developer and the Region.

The degree of participation by the City is based upon a difference of the estimated cost for the storm sewer now going down Mississauga Road south of Harkiss Road vs. the estimated cost of the previous proposal with the storm sewer outlet going westerly of Mississauga Road along the Harkiss Road right-of-way into a secondary watercourse of the Sawmill Creek and on an area ratio of the external lands of the two development sites in question for the storm sewer going down Mississauga Road over the total drainage area of the storm sewer. The difference in the estimated cost is $75,000.00 and the area ratio is 56.3% i.e. the amount being $42,000.00

RECOMMENDATION: That the storm and sanitary sewer outlets for the R.D.Russell (T-25152) and Cider Mills (T-77010) development sites be allowed to be constructed down Mississauga Road from Harkiss Road to the Collegeway by the developer and that:

(a) the degree of participation by the City for the storm sewer oversizing and the degree of participation by the Region of Peel for the sanitary sewer is to be determined prior to construction commencing; and

(b) the City participate in the amount of $33,000.00 of the storm sewer costs going down Mississauga Road and that this amount be taken out of item 32(B) being Other Miscellaneous Drainage in the amount of $522,000.00 of the approved Engineering and Works portion of the 1978 Capital Budget, approved by Council at their session of April 24, 1978 and that these monies be paid after the storm sewer's construction has been given written preliminary approval acceptance by the Commissioner of Engineering, Works and Building.

ORIGINAL SIGNED BY

William P. Taylor, P.Eng.
Commissioner

SDL/JVF/AEMcD/bj
c.c. to Mr. E. Halliday
Mr. R. Edmunds; Mr. L. Love; Mr. D. Ogilvie

R. E. WINTER & ASSOCIATES LTD. • consulting engineers

77 CITY CENTRE DRIVE • MISSISSAUGA, ONTARIO L5B 1M5 • PHONE (416) 270-0110

AUG 21 1979

7.c

August 17, 1979

W.P. Taylor, P.Eng.
Engineering Works and
Building Department
One City Centre Drive
Mississauga, Ontario

RE: CUMMER YONGE INVESTMENTS
5785 YONGE STREET
WILLOWDALE, ONTARIO
M2M3V2
CITY FILE T-25152
OUR FILE NUMBER 7304

Attention: J.R. Beilby, P.Eng.

Dear Sirs:

Further to our meeting this morning, we are pleased to confirm the following, in respect of the cost sharing on the above noted project.

MISSISSAUGA ROAD OUTLET SEWERS COSTS

	ESTIMATED AUG. 1978	TENDERS AUG 1979	INCREASE	
Storm	$ 145,196.00	190,210.00	45,014.00	31%
Sanitary	112,750.00	187,638.00	74,888.00	66%
	257,946.00	377,848.00	119,902.00	46%

COMPARISON WITH UPDATED COST - HARKISS ROUTE

	VIA HARKISS EST. 1978	VIA HARKISS 1978 x 1.31	TENDERS MISS.RD.ROUTE	DIFFERENCE
Storm	$ 50,553.00	66,224.00	190,210.00	123,986.00
Sanitary	48,290.00	63,260.00	187,638.00	124,378.00
	98,843.00	129,484.00	377,848.00	248,364.00

At the previously agreed formula, the City participation would be
$ 123,986.00 x 43.7% = $ 54,183.00.

.....con'td.../2...

MEMBER OF ASSOCIATION OF CONSULTING ENGINEERS OF CANADA

7.d

The original participation was to be $ 33,000.00 with the po ..y of review at the time of calling tenders.

The tenders have now been called, and the owner has negotiat.. ..ntract with the low tenderer, Six Stars Construction, whose prices .. ..ed herein.

The shortfall is thus $ 21,183.00.

On behalf of Mr. E. Silverberg, the new owner we request you t recommend to Council that an additional $ 21,183.00 be paid fr.. ..y funds.

Yours very truly

R.E. WINTER & ASSOCIATES LIMITED

Per: N.D. Pappas, P.Eng.

NDP:ads.

c.c. E. Silverberg

By Hand

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
AUG 21 1979

Route To	Initials	Date
L.R.S.		79/08/21
A.E.M.		
N.P.I.		

MEMBER OF ASSOCIATION OF CONSULTING ENGINEERS OF CANADA

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011

8.

To: Chairman and Members
Public Works Committee
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

Request No. 286-79
Clerk's File No. 9-79A

July 17, 1979

LADIES & GENTLEMEN :

SUBJECT : Taxi-cabs being exempt from the "NO RIGHT TURN" signs on Dundas Street at Glengarry Road, Dundas Street at Old Carriage Road and Stavebank Road at Lakeshore Road.

SOURCE : Taxi-cab Authority - June 4, 1979, item #95.

COMMENTS : There is provision in the Traffic By-Law for exemptions to certain sections dealing with parking and stopping regulations for emergency vehicles only. However, under no circumstances is there permission for exemptions to moving violations for any vehicles including emergency vehicles, except buses and these are exempted by by-law only for certain turning prohibitions.

To extend exemptions to any other type of vehicle for moving violations including emergency vehicles would not be in the best interest of the intent of the Municipal Traffic By-Law or to the Provincial Highway Traffic Act.

There are no exemptions for any type of vehicle contained in any of the provisions of the Highway Traffic Act. It is not desirable therefore, to consider exemptions for taxi-cabs for any of the provisions of the Municipal Traffic By-Law.

RECOMMENDATION : That the Traffic By-Law not be amended to allow exemptions for taxi-cabs or any other classification of vehicle to any of the provisions contained in By-Law 444-79 as amended, other than those presently listed.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RECEIVED
REGISTRY No. 8539
DATE JUL 24 1979
FILE No. 9-79A
86-79
CLERK'S DEPARTMENT

cc : E.M. Halliday
All Commissioners

DTJ:jb

8.a

City of Mississauga

MEMORANDUM

To John D. Murray — From Arthur D. Grannum

Dept. Clerk's — Dept. Clerk's

August 22, 1979

Re: Taxicab Authority
File: 9-79A

The Taxicab Authority at its last meeting on August 13, 1979, considered a report from Mr. W.P. Taylor, Commissioner of Engineering and Works, in response to a request from the Taxicab Authority that taxicabs be exempted from the "no right turn" signs at Dundas Street and Lakeshore Road.

The Taxicab Authority recommended at that meeting that the report be referred to the Public Works Committee and that representatives of the Taxicab Authority and the Glen Sharon Homeowners' Association be invited to the meeting at which the item is to be discussed, to submit any observations they have.

No doubt you will get in touch with the Glen Sharon Ratepayers' Association; however, if you let me know the date of the meeting I will arrange for the appropriate members of my Taxicab Authority to attend.

Even though this recommendation has not yet been adopted by Council, I see no reason why arrangements could not be made in the meantime for the matter to go to the next Public Works Committee.

Arthur D. Grannum
Committee Co-ordinator

ADG/jm

P.S. The original of Mr. Taylor's report is attached.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00008

9.

The Chairman and Members of
The Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

July 24, 1979

LADIES & GENTLEMEN :

SUBJECT : Parking on Stavebank Road.

ORIGIN : Mrs. J. Hawley, 35 Stavebank Road, Mississauga.

COMMENTS : We have had a request from Mrs. Hawley to improve conditions relating to parking on the east side of Stavebank Road in the vicinity of the Senior Citizens Apartment between Park Street and the CNR.

The attached sketch indicates the existing parking regulations in this area.

RECEIVED
REGISTRY No. 8778
DATE JUL 30 1979
FILE No. 86-79
CLERK'S DEPARTMENT

Unfortunately on a number of occasions parking has occurred in the NO PARKING area in front of the building and access for an ambulance has been obstructed.

Mrs. Hawley also indicated some concern relating to pedestrians crossing the roadway. At the present time signs are in place in the area indicating "Senior Citizens Crossing".

In an attempt to resolve the situation we are proposing that parking be prohibited on the east side of Stavebank Road for the remainder of the block between the Senior Citizens Apartment building and Park Street. This will eliminate only four parking spaces on the street.

From our observations adequate parking is available on other streets in the area including the west side of Stavebank Road opposite the Senior Citizens Apartment building, both sides of Stavebank Road south of Park Street and on Park Street east of Stavebank Road. In addition there is a large parking area west of the arena which is located across the street from this building.

continued ...

29.a

SUBJECT : Parking on Stavebank Road.

COMMENTS :
continued ... The elimination of these four spaces will provide a curb side area for delivery vehicles to stop and should ensure that there is still space available for emergency vehicles. It will also assist senior citizens in crossing the street by improving drivers visibility of the entrance to the Senior Citizens building.

RECOMMENDATION : That NO PARKING ANYTIME signs be erected on the east side of Stavebank Road between Park Street and the CNR.

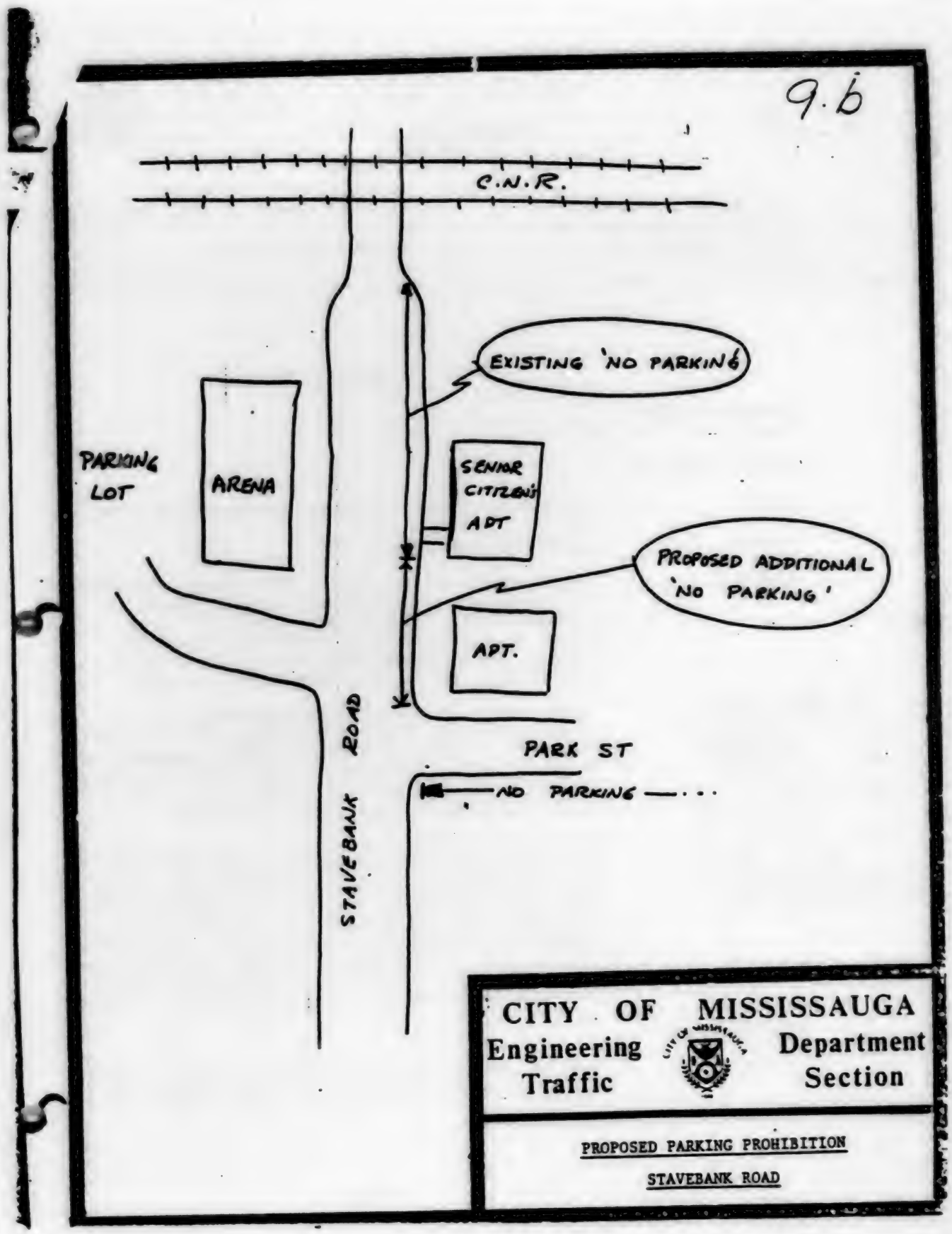
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

RKW:jb

9.b


C.N.R.
EXISTING 'NO PARKING'
PARKING LOT
ARENA
SENIOR CITIZENS APT
PROPOSED ADDITIONAL 'NO PARKING'
APT.
STAVEBANK ROAD
PARK ST
NO PARKING
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
PROPOSED PARKING PROHIBITION
STAVEBANK ROAD

10

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
22 141 00007
22 141 00024

To: The Chairman and Members of ~~The Public Works Committee~~ City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept: Engineering and Works

August 8, 1979

Request No. 298-79
File Nos. 18-79 and 35-79

LADIES & GENTLEMEN :

SUBJECT : Prohibition of Heavy Trucks on Winston Churchill Blvd.

ORIGIN : Council meeting, July 9, 1979.

COMMENTS : At the meeting held on July 9, 1979, Council considered a resolution to prohibit heavy trucks on Winston Churchill Blvd. This matter was referred to the Region of Peel Public Works Department for comment because of the ongoing Truck Study, and we have met with staff of the Region to discuss this proposal.

RECEIVED
REGISTRY No. 9335
DATE AUG 14 19 79
FILE No. 18-79
35-79
CLERK'S DEPARTMENT

There is a general reluctance to implement truck prohibitions on major roads at this time until the Truck Study can be finalized. We feel this is necessary to ensure a consistent approach to the truck route problem throughout the City since the majority of our arterial roads are flanked by residential developments.

As a result of these discussions, it has been agreed by City and Region staff that the Trucking Study schedule would be altered to ensure that the component dealing with truck routes would be completed by February 1980. This would allow for discussion of the proposals by Council and installation of the necessary truck route signing prior to next Summer. We feel this scheduling is reasonable since trucks cause comparatively little annoyance in the Winter when outside activity is limited.

RECOMMENDATIONS :

1) That no action be taken at this time to prohibit heavy trucks on Winston Churchill Blvd north of Dundas Street.

continued ...

10.a

SUBJECT : Prohibition of Heavy Trucks on Winston Churchill Blvd.

RECOMMENDATIONS :
continued ...

2) That City staff co-operate with Regional staff to ensure that the Trucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the Summer of 1980.

3) That the Region of Peel be advised of these recommendations.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners
W.J. Anderson, Region of Peel
P. Allen, Region of Peel

RKW

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng.

Dept Engineering and Works

RECEIVED
REGISTRY NO. 8412
DATE JUL 21 1979
FILE NO. 139-79
CLERK'S DEPARTMENT

July 19, 1979

SUBJECT: 1979 Maintenance Expenditures.

ORIGIN: Engineering and Works Department.

COMMENTS: This report is to deal with our Maintenance expenditures as of June 30, 1979. We wish to advise Committee that as a result of a recent analysis, and without any adjustments, we are projecting a $712,000.00 gross overexpenditure, and a $443,000.00 net overexpenditure in our Maintenance Accounts as of December 31, 1979.

In order to reduce this overexpenditure we are recommending that we immediately reallocate the following gross amounts to Emergency Storm Sewer Repairs, which at the present time has a gross overexpenditure of $140,000.00 and is projected, if the balance of the work is done, to reach $195,000.00 minimum by the end of the year.

The amounts to be reallocated are: -

$15,000.00 from the Hot Mix Asphalt Account
$30,000.00 from the Summer Activities Accounts
$50,000.00 from the Ditching Account

$95,000.00 in total.

In addition, we are recommending that the balance of the overexpenditure, along with the additional $55,000.00 worth of work still to be carried out on Emergency Storm Sewer Repairs, should be made available from our 1978 Capital Account - City Participation in Storm Sewer Oversizing.

If the above is endorsed by Council we would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit.

continued...

Chairman and Members of the Public Works Committee - continued

COMMENTS: The other area where we anticipate a large deficit is our Yard Bin Account, where we project an overexpenditure of $198,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Program.

We have advised the Region that the landfill charges which the City of Mississauga is being asked to pay this year in total have increased from $84,000.00 in 1978 to an estimated $225,000.00 in 1979. Based on this increase we have asked the Region to review this matter in the hope that they could absorb the $140,000.00 increased charges for 1979. If the Region should agree to absorb the $140,000.00, this would reduce our overexpenditure to approximately $20,000.00

RECOMMENDATIONS:

1 - That $95,000.00, as indicated in the report of the Commissioner of Engineering and Works dated July 19, 1979, be reallocated from various maintenance activities to Emergency Storm Sewer Repairs.

2 - That $100,000.00 from the 1978 Capital Budget - City Participation in Storm Sewer Oversizing - be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

3 - That any additional Storm Sewer Emergency Repairs be made as required by the Commissioner of Engineering and Works, and that a report be made as soon as possible to the Public Works Committee requesting additional funds.

4 - That the Region of Peel be requested to eliminate the dump charges for the City of Mississauga Yard Bin Program.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
D. J. Debenham.

PUBLIC WORKS — SUMMARY OF UNFINISHED BUSINESS — Page 1

DATE: AUGUST 31, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Oct. 7/79	13
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.30/79	8
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Sept.30/79	7
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Sept.24/79	5
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	Oct. 25/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Oct. 30/79	3
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Sept.15/79	2
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Sept.15/79	2
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2

PUBLIC WORKS 1980

SUMMARY OF UNFINISHED BUSINESS

DATE: AUGUST 31, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Sept.15/79	2
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Sept.30/79	3
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
179-79	Building	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	Sept.28/79	3
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
255-79	Eng. & Works	Traffic conditions on Thornlodge Drive	Letter & petition from residents dated May 30/79	Sept. 12/79	1
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Sept.30/79	1
284-79	Eng. & Works	Noise Abatement Problems on Arterial Roads for existing developments	Public Works Committee of June 15/79	Oct. 4/79	1
291-79	Eng. & Works	Control of traffic in vicinity of Indian Road and Tecumseh Park Drive	Letter dated July 3/79 from Mr. B. Aikman	Sept.30/79	2
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Oct. 4/79	0

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS

DATE: AUGUST 31, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
312-79	Eng. & Works	Complaints re. access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school	Public Works Committee Aug. 2/79	Oct. 20/79	0
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Oct. 20/79	0
314-79	Eng. & Works	Review of all traffic control measures in the Z-14 area, bounded by the Q.E.W., Hurontario St., Dundas St. and Cawthra Rd.	Public Works Committee Aug. 2/79	Oct. 24/79	0

12.b

12.c

PUBLIC WORKS
AUGUST 31, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

City of Mississauga

MEMORANDUM

To Mr. J. Murray — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

September 25th, 1979

RE: File 139-79 - Public Works Committee
(September 6, 1979, Report No. 9-79)

Council, at its meeting held on September 24th, 1979, adopted the report of the Public Works Committee meeting held on September 6th, 1979, subject to the following amendment to part (b), Item 151:

"(b) That the Commissioner of Engineering and Works be directed to review the speed limit on Winston Churchill Boulevard north of Dundas Street and report back to the Public Works Committee, and further to review with the Region of Peel and the Region of Halton, as soon as possible, the speed limit on Winston Churchill Boulevard south of Dundas Street and the proposal to impose a "no left turn" restriction from Winston Churchill Boulevard southbound to Homelands Drive during the morning rush hour - 7:30 A.M. to 9:00 A.M."

JJL/lw

Joan

FORM 148

CITY OF MISSISSAUGA

M I N U T E S

MEETING #9

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	THURSDAY, SEPTEMBER 6, 1979 AT 7:30 P.M.
PLACE OF MEETING:	COMMITTEE ROOM 'A'
MEMBERS PRESENT:	Mr. P. Carlson, Vice Chairman Councillor L. Taylor Councillor F. Hooper Councillor S. Mahoney Mr. A. Nemetz Mr. B. Belford Mr. F. J. Dale
MEMBERS ABSENT:	Councillor K. Dear, Chairman Councillor R. Starr Mr. R. B. Martin
STAFF PRESENT:	Mr. W. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director of Maintenance Engineering Mr. J. Murray, Clerk's Department Mr. F. Lorant - Re Item #4 Mr. E. Larsen - Re Item #4 Mr. R. Soja - Re Item #8

MATTERS CONSIDERED:

1. Report dated August 21, 1979 from the Commissioner of Engineering and Works regarding a complaint from the Peel Regional Police that motorists are stopping on Torbram Road where coffee trucks are located and disrupting traffic. In his report, Mr. Taylor advised that he recognized that this was a problem and therefore recommended that the Traffic By-law #444-79, as amended, be amended to prohibit stopping between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. Monday to Friday on both sides of Torbram Road between Derry Road and the northern City limits. The Committee endorsed Mr. Taylor's recommendation.

   File: 86-79

   Recommendation #145
   (S. Mahoney)

2. Report dated August 29, 1979 from the Commissioner of Engineering and Works regarding a petition from owners of businesses on the east side of Helene Street North in the former Town of Port Credit regarding parking problems caused by the proximity of GO train station. In his report, Mr. Taylor indicated that patrons of the GO Train monopolize the parking spaces on Helene Street and there is little space for customer parking. Therefore, Mr. Taylor recommended that the Traffic By-law #444-79, as amended, be amended to restrict parking to a maximum interval of one hour between 8:00 a.m. and 6:00 p.m. daily, Sundays and Holidays excepted, on the east side of Helene Street North between Queen Street East and Park Street East.

File: 86-79

Recommendation #146
(S. Mahoney)

3. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding the problems created by "On Street" parking on Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road. In his report, Mr. Taylor recommended that the Traffic By-law #444-79, as amended, be amended to prohibit parking on both sides of Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road.

File: 86-79

Recommendation #147
(L. Taylor)

4. Report dated August 27, 1979 from the Commissioner of Engineering and Works regarding the Cooksville Creek Watershed Study. In his report, Mr. Taylor advised that M. M. Dillon Limited, Consulting Engineers, were authorized by City Council in July, 1978, to proceed with the design of a detention facility on the Cooksville Creek north of Square One to provide sufficient capacity to detain a 50 year flood with a release rate of a 25 year flood. Mr. Taylor further advised that it had become apparent that such a detention system cannot provide the 50 year flood protection as originally envisioned. Therefore Mr. Taylor recommended that channelization, including culvert enlargements, should be undertaken in certain areas of the Cooksville Creek to provide adequate flood protection to existing developments south of Mississauga Valley Boulevard to a minimum of a 100 year ultimate flood. These works are considered necessary to accommodate future development in the Cooksville Creek Watershed at a total estimated cost of $4,500,000.00 in 1979 dollars, excluding land acquisition.

4. (cont'd)

In his report, Mr. Taylor recommended:

(a) That stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisition.

(b) That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

(c) That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

(d) That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current Association of Professional Engineers of Ontario rates.

(e) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in the Five-Year Capital Budget.

(f) That application be made by the City Engineer to the Ministry of the Environment for a grant for steam improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

Mr. Lorant and Mr. Larsen of M. M. Dillon Ltd. presented to the Committee a brief slide display outlining the main recommendations contained in their report and the methodology and assumptions required to arrive at these recommendations. The Committee unanimously commended Messrs. Lorant and Larsen for their clear and concise presentation.

Mr. Taylor advised that it is difficult to estimate what amount of the total $4,500,000.00 will be subsidized but that it is possible either the Ministry of the Environment Community Services Grant and contributions from the Ministry of Natural Resources and the Credit Valley Conservation Authority will cover up to 1/2 of the total cost. The remaining cost would have to be assumed by the municipality over a 5-year period.

4. (cont'd)

Mr. Taylor further acknowledged that the estimated cost excluded any necessary land acquisition costs.

Councillor Taylor pointed out that any works required to protect commercial or industrial development, should be subsidized by contributions from the adjacent land owners. Further, Councillor Taylor pointed out that with careful planning, the works can be completed in conjunction with park development projects and TATAO works in the vicinity of the C.P.R. tracks with a view to achieving additional savings.

The Committee agreed to defer further consideration of the reports from the Consulting Engineer and Mr. Taylor until the next meeting of the Public Works Committee.
File: 106-79

5. Report dated August 9, 1979 from the Commissioner of Engineering and Works regarding an Encroachment Agreement over a storm sewer easement on Lots 579 and 580, Registered Plan M-122 located on Trellis Court, north of Folkway Drive, east of Erin Mills Parkway in Ward 8. In his report, Mr. Taylor advised that the houses constructed on these lots encroach on a 10 foot wide storm sewer easement for a catchbasin by one foot or less. Mr. Taylor further advised that this minor encroachment will not cause any maintenance or structural problems and, therefore, Mr. Taylor recommended that a by-law be passed authorizing the Mayor and Clerk to execute an Easement Encroachment Agreement between Town-Wood Homes Limited, the Developer, and the City of Mississauga, permitting the encroachment of the easement over Lots 579 and 580, Registered Plan M-122. The Committee endorsed Mr. Taylor's recommendation.

File: M-122

Recommendation # 148
(S. Mahoney)

6. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding a proposed plan of subdivision submitted by Rosnor Developments, T-24597 and OZ-88-73, for lands located immediately west of Dixie Road and immediately south of the Parkway Belt West. In his report, Mr. Taylor advised that access to the Developer's lands will be through lands presently being serviced and owned by Cadillac-Fairview Corporation. Mr. Taylor further advised that a second access to Hickory Drive is required but that the Developer has tried, without success, to purchase the right-of-way from the present owner. As the Developer had agreed to pay for the cost of the land acquisition and the construction of Hickory Drive, Mr. Taylor recommended:

(a) That the Property Agent be authorized to commence negotiations to acquire the necessary lands with Mr. Robert Roberty, owner of the lands through which the Hickory Drive extension must pass.

6. (cont'd)

(b) That Rosnor Developments Limited, T-24597 and OZ-88-73, not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed and until a second outlet is available via Hickory Drive.

The Committee was advised that Mr. Ron Webb, Solicitor for Rosnor Developments requested that this matter be deferred until the next meeting of the Public Works Committee, in order that he may address the Committee regarding the City Engineer's proposals. Mr. Taylor advised that he had no objection to this but briefly outlined to the Committee, the problems regarding this development in order that the Committee would be fully aware of all relevant facts prior to the next meeting of the Committee. The Committee agreed to the deferral of this item.

File: T-24597
OZ-88-73

7. Report dated August 22, 1979 from the Commissioner of Engineering and Works regarding an agreement by which the City agreed to provide $33,000.00 to Cider Mills Development - T-77010 and R. D. Russell Subdivision - T-25152, for the City's cost of the construction of a storm sewer on Mississauga Road. Mr. Taylor further advised that Council also indicated that there may be additional City participation and that this matter would be reviewed prior to the commencement of the construction of the workings. Mr. Taylor advised that he is in receipt of a letter from the Consulting Engineer for these developments requesting an additional $21,183.00. Mr. Taylor recommended:

"That R. E. Winters and Associates and Cummer Yonge Investments (Successors to Cider Mills Development and R. D. Russell) be advised that:

(a) The City of Mississauga will contribute $33,000.00 as previously agreed towards the cost of the storm sewer on Mississauga Road when the sewer has been constructed to the satisfaction of the Commissioner of Engineering and Works.

(b) The City of Mississauga will consider an additional amount up to $21,183.00 towards the cost of the storm sewer on Mississauga Road at the time of approval of the 1980 Capital Budget and that such consideration in 1980 not be deemed a guarantee that all or part of these funds will be approved.

The Committee endorsed Mr. Taylor's recommendation.

File: T-77010
T-25152

Recommendation # 149
(S. Mahoney)

8. Report dated July 17, 1979 from the Commissioner of Engineering and Works regarding a proposal that taxicabs be exempted from "No Right Turn" signs on Dundas Street at Glengarry Road, Old Carriage Road and at Stavebank Road and Lakeshore Road. In his report, Mr. Taylor advised that it is not appropriate to consider exemptions for taxicabs to any provisions of the Traffic By-law and recommended that the Traffic By-law #444-79, as amended, not be amended to allow exemption for taxicabs or any other classification of vehicle other than those presently provided.

This report was considered by the Taxicab Authority at its meeting on August 13, 1979 and it was recommended that the report be referred to the Public Works Committee and that representatives of the Taxicab Authority and the Glen Sharon Homeowners Association be invited to attend this meeting.

Mr. Soja, a member of the Taxicab Authority and of the Glen Sharon Homeowners Association addressed the Committee and advised that he was opposed to any exemptions for taxicabs at any of the locations referred to. Therefore, on a recommendation by Councillor Mahoney, Mr. Taylor's recommendation was endorsed by the Committee.

Mr. Nemetz requested that it be recorded in the Minutes that there was, in fact, no "No Right Turn" prohibition at the intersection of Stavebank and Lakeshore Road. Mr. Taylor requested an opportunity to look into this matter as he was not aware of whether such a prohibition should exist or whether the report referred to "No Left Turn" prohibition in error.
The Committee agreed to the deferral of this item.
File: 86-79
9-79A

Recommendation #150
(F. Hooper)

9. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledged that there is a parking problem in this area and recommended that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

This report was originally considered by the Public Works Committee at its meeting held on August 17, 1979 and deferred to this meeting of the Committee for further consideration.

Mr. Nemetz requested that this matter be deferred until the next meeting of the Public Works Committee as he had some comments to make and wanted Councillor Dear, Chairman of the Committee, to be present.

9. (cont'd)

The Committee, however, requested that Mr. Nemetz make his comments at this meeting as there was no guarantee that Councillor Dear or other members of the Committee would be present at the next meeting. Mr. Nemetz agreed and advised that he was very disturbed that the proposed solution to what appeared to be a by-law enforcement problem was to provide for additional "No Parking" areas. Mr. Nemetz explained that if enforcement was a problem, then ways and means should be found to improve by-law enforcement and that the problem should not become compounded by approving Mr. Taylor's recommendation. Councillor Taylor advised the Committee that he agreed with the sentiments of Mr. Nemetz comments and requested that the matter be deferred until the next meeting of the Committee in order that Mr. Taylor and the Engineering Department could look into the matter further. Mr. Taylor advised that he was in agreement with Councillor Taylor's suggestion and,therefore, the Committee agreed to the deferral of this item.
File: 86-79

10. Report dated August 8, 1979 from the Commissioner of Engineering and Works regarding the proposal to prohibit heavy trucks on Winston Churchill Boulevard. In his report, Mr. Taylor advised that the City and the Regional Municipality of Peel are working on a truck traffic study, and therefore, are not prepared to recommend the prohibition of heavy trucks on any major road until the truck study is finalized in February of 1980.

Therefore, Mr. Taylor recommended:

(a) That no action be taken at this time to prohibit heavy trucks on Winston Churchill Boulevard north of Dundas Street.

(b) That City staff co-operate with Regional staff to ensure that the Trucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the summer of 1980.

(c) That the Region of Peel be advised of these recommendations.

This report was originally considered by the Public Works Committee at its meeting held on August 17, 1979 and deferred to this meeting of theCommittee for further consideration.

Councillor Mahoney advised that he was concerned with the progress of the truck study to date and Mr. Taylor advised that he would request Regional staff to complete this study as soon as possible and he would do everything in his power to expedite the report.

10. (cont'd)

Councillor Hooper expressed reservations regarding the speed limit on Winston Churchill Boulevard and the need for a left turn prohibition from Dundas Street to Homelands Drive. Councillor Hooper recommended that the Engineering Department in conjunction with the Region of Peel and the Region of Halton review his concerns and report back to the Committee.

File: 18-79
35-79

Recommendation #151
(F. Hooper)

11. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to 1979 Maintenance Expenditures. Mr. Taylor advised that as a result of a recent analysis and without any adjustments, he is projecting a $712,000.00 gross over-expenditure and a $443,000.00 net over-expenditure in the maintenance accounts as of December 31, 1979. In order to reduce this over-expenditure, Mr. Taylor recommended that he immediately re-allocate certain gross amounts to emergency storm sewer repairs which, at the present time, has a gross over-expenditure of $140,000.00 and is projected to reach $195,000.00 minimum by the end of the year.

In addition, he recommended that the balance of the over-expenditure, along with an additional $55,000.00, with the work still to be carried out on emergency storm sewer repairs, be made available from the 1978 Capital Account - City Participation in Storm Sewer Oversizing.

In his report, Mr. Taylor pointed out that if his recommendation is endorsed by Council, he would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit. Mr. Taylor further advised that there is a large deficit in the Yard Bin Account wherein he is projecting an over-expenditure of $195,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Programme.

Mr. Taylor requested that this matter not be considered at this time as he was preparing a further report in this regard for the Committee's consideration at its next meeting. Therefore, this matter was not considered by the Committee.
File: 139-79

12. Summary of Unfinished Business relating to the Public Works Committee as of August 31, 1979, was received.

File: 139-79 Recommendation #152
(L. Taylor)

NOTE: Mr. Nemetz requested that it be recorded in the Minutes that there was an error in the Minutes of the August 2, 1979 meeting of the Public Works Committee concerning Items 2 and 27. Mr. Nemetz advised that it should be recorded in the Minutes that he voted in the negative regarding Item 2 and not the first part of the recommendation regarding Item 27, as indicated in the Minutes.

RECOMMENDATIONS: As per Report No. 9-79

ADJOURNMENT: 9:40 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE — SEPTEMBER 6, 1979

REPORT NO. 9-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its ninth report and recommends:

145. That the Traffic By-law #444-79, as amended, be amended to prohibit stopping between 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m., Monday to Friday on both sides of Torbram Road between Derry Road and the northern City limits.

(38-145-79) 86-79

146. That the Traffic By-law #444-79, as amended, to restrict parking to a maximum interval of one hour between 8:00 a.m. and 6:00 p.m. daily, Sundays and Holidays excepted, on the east side of Helene Street North between Queen Street East and Park Street East.

(38-146-79) 86-79

147. That the Traffic By-law #444-79, as amended, be amended to prohibit parking on both sides of Robert Speck Parkway between Hurontario Street and Burnhamthorpe Road.

(38-147-79) 86-79

148. That a by-law be passed authorizing the Mayor and Clerk to execute an Easement Encroachment Agreement between Town-Wood Homes Limited, the developer, and the City of Mississauga, permitting the encroachment of the easement over Lots 579 and 580, Registered Plan M-122.

(38-148-79) M-122

149. That the developers of proposed plans of subdivision T-77010 and T-25152, R.E. Winters and Associates and Cummer Yonge Investments (Successors to Cider Mills Development and R.D. Russell), be advised that:

(a) The City of Mississauga will contribute $33,000.00 as previously agreed towards the cost of the storm sewer on Mississauga Road when the sewer has been constructed to the satisfaction of the Commissioner of Engineering and Works.

(b) The City of Mississauga will consider an additional amount up to $21,183.00 towards the cost of the storm sever on Mississauga Road at the time of approval of the 1980 Capital Budget and that such consideration in 1980 not be deemed a guarantee that all or part of these funds will be approved.

(38-149-79) T-77010
T-25152

150. That the Traffic By-law #444-79, as amended, not be amended to allow exemption for taxicabs or any other classification of vehicle to any of the provisions contained in By-law #444-79, as amended, other than those presently provided.

(38-150-79) 86-79
9-79A

151. (a) That City of Mississauga Staff co-operate with Region of Peel Staff to ensure that the recommendations of the "Trucking Study" presently being conducted by the Region of Peel, can be presented to City and Regional Councils for implementation of truck routes as soon as possible and that the Region of Peel be so advised.

(b) That the Commissioner of Engineering and Works be directed to review the speed limit on Winston Churchill Boulevard north of Dundas Street and report back to the Public Works Committee, and further to review with the Region of Peel and the Region of Halton, as soon as possible, the speed limit on Winston Churchill Boulevard south of Dundas Street and the proposal to impose a "no left turn" restriction from Dundas Street to Homelands Drive during the morning rush hour.

(38-151-79) 18-79
35-79

152. That the Summary of Unfinished Business dated August 31, 1979, relating to the Public Works Committee, be received.

(38-152-79) 139-79

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, AUGUST 17, 1979, 3:00 P.M.

COMMITTEE ROOM "A"

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor
	Councillor F. Hooper
	Councillor R. Starr
	Councillor S. Mahoney
	Mr. R. B. Martin
	Mr. B. Belford
	Mr. F. J. Dale
	Mr. A. S. Nemetz

Prepared by:	Clerk's Department
Date:	August 14, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS AGENDA, FRIDAY, AUGUST 17, 1979

ITEM #	FILE #	SUBJECT
1.	22-79	Ministry of Transportation & Communications (Volume of Traffic and Noise on the North Service Road between Dixie Road and Cawthra Road)
2.	86-79	Traffic By-law (No Parking Anytime signs on the east side of Stavebank Road between Park Street and the C.N.R.)
3.	86-79	Traffic By-law (Fire Access Route for 101 The Queensway West and 2133 Royal Windsor Drive)
4.	86-79	Traffic By-law (Cedar Glen Trailer Park)
5.	86-79	Traffic By-law (No Parking Signs on Gillian Street)
6.	53-79	Drainage (Lot 123, R.P. 697, located south of Mississauga Road and east of Portway Avenue)
7.	T-24658 T-24461	George Wimpey Ltd. and Ventro Developments (Oversize of the External Storm Sewer)
8.	M-256, M-257	Dedication of Service Easements re Sherwood Meadows Subdivision
9.	M-8, M-11 103-79	Markborough Properties Limited Grade Separation
10.	18-79 35-79	Prohibition of Heavy Trucks on Winston Churchill Blvd.
11.	131-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, AUGUST 17, 1979
COMMITTEE ROOM "A" AT 2:00 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated July 25, 1979 from the Commissioner of Engineering and Works regarding some concerns expressed by the North Applewood Homeowners Association relating to the volume of traffic and the amount of noise on the North Service Road between Dixie Road and Cawthra Road. In his report, Mr. Taylor acknowledges that there is a large amount of traffic on the North Service Road at this time, but that this should be reduced when the Cawthra/Queen Elizabeth Way interchange is completed. Mr. Taylor also acknowledges that noise is a problem in this area and recommends that the Ministry of Transportation and Communications be requested to incorporate noise barriers on the Queen Elizabeth Way throughout Mississauga.

   The third concern dealt with in Mr. Taylor's report, deals with the safety of pedestrians waiting for buses on the south side of the North Service Road. Mr. Taylor advises that "Jersey Wall" is being constructed on the Queen Elizabeth Way approximately 2,000 feet east and west of the Cawthra interchange. In his report, Mr. Taylor recommends:

   (a) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of noise barriers on the Queen Elizabeth Way in Mississauga.

   (b) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of erecting "Jersey Wall" barriers between the Queen Elizabeth Way and the North and South Service Roads from HurontarioStreet to east of Dixie Road.

   Mr. Taylor also recommends that the report dated July 25, 1979 from the Commissioner of Engineering and Works regarding noise abatement features on the Queen Elizabeth Way in the City of Mississauga be referred to Mr. R. Edmunds, Commissioner of Planning, who has been directed by Council to co-ordinate a staff report on noise abatement along Ministry of Transportation and Communication Highways in order that the above recommendation be incorporated into his report.

   File: 22-79

   RECOMMEND ADOPTION

2. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledges that there is a parking problem in this area and recommends that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

File: 86-79

RECOMMEND ADOPTION

3. Report dated July 30, 1979 from the Commissioner of Engineering and Works with respect to a fire access route by-law governing 101 The Queensway West and 2133 Royal Windsor Drive in the City of Mississauga. Mr. Taylor recommends that the Traffic By-law No. 444-79, as amended, be amended to implement the designation of fire routes at 101 The Queensway West and 2133 Royal Windsor Drive.

File: 86-79

RECOMMEND ADOPTION

4. Report dated August 3, 1979 from the Commissioner of Engineering and Works regarding parking problems on the north side of Dundas Street in the vicinity of Cedar Glen Trailer Park. Mr. Taylor advises that frequently on the paved boulevard between the barrier curb and sidewalk is causing a visibility problem for motorists exiting from the trailer park and other driveways in the area and recommends that "No Parking Anytime" signs be erected on the north side of Dundas Street from the Cedar Grove Trailer Park entrance for a distance of 200 ft. easterly.

File: 86-79

RECOMMEND ADOPTION

5. Report dated August 7, 1979 from the Commissioner of Engineering and Works regarding a request from Mississauga Transit for parking prohibition signs on Gillian Street. Mr. Taylor advises that he is in agreement with Mississauga Transit regarding the need for No Parking Signs on Gillian Street and recommends that No Parking Anytime signs be installed on the north side of Gillian Street between Wolfedale Road and the western limit of the street and that the Traffic By-law #444-79 as amended, be so amended.

File: 86-79

RECOMMEND ADOPTION

6. Report dated August 2, 1979 from the Commissioner of Engineering and Works regarding a temporary drainage easement on Lot 123, Registered Plan 697, located south of Mississauga Road and east of Portway Avenue. Mr. Taylor advises, in his report, that under the terms of the development agreement between the former Township of Toronto and the Developer, Bengot Holdings Limited, a temporary easement was provided to the Township over drainage swale on this property. However, this easement was to last for a period of four years only. In light of this time restriction, and the fact that the Engineering Department have received no drainage complaints, relative to this swale, it is recommended that the temporary easement Registered on Lot 123, Plan 697 as Instrument Number 162653 on February 12, 1964 be quit claimed by the City.

File: 53-79

RECOMMEND ADOPTION

7. Report dated August 9, 1979 from the Commissioner of Engineering and Works regarding the oversize of the External Storm Sewer for proposed plans of subdivision, George Wimpey Canada Ltd., File # T-24658 and Ventro Developments, File # T-24461, located in North North Dixie area immediately east of Cawthra Road and south of the Parkway Belt. In his report, Mr. Taylor advises that it will be necessary for the developers to oversize their storm sewers to accommodate drainage run-off for adjacent lands but that it is not necessary to accommodate the run-off of lands north of the H.E.P.C. right-of-way. Mr. Taylor advises that when the lands north of the right-of-way are developed drainage will be directed easterly to the Little Etobicoke Creek, north of the right-of-way. Mr. Taylor recommends:

(a) The developers, George Wimpey Canada Ltd. - N.N. Dixie, T-24658 and Ventro Developments, T-24461, be required to oversize their storm sewers to accommodate all runoff contributing to their lands external to their plans, designed at a factor for agricultural runoff.

(b) The developers not be required to oversize their storm sewers to accommodate the ultimate future runoff from industrial and residential lands north of the H.E.P.C. right-of-way.

(c) That drainage for the lands north of the H.E.P.C. right-of-way that now drain into the Wimpey-Ventro lands be directed easterly to the Little Etobicoke Creek, north of the H.E.P.C. right-of-way by the developers of these lands when the lands are developed.

File: T-24658, T-24461

RECOMMEND ADOPTION

8. Report dated July 27, 1979 from the Commissioner of Engineering and Works regarding the dedication of service easements to the City of Mississauga and the Regional Municipality of Peel within Sherwood Meadows Subdivision, Plans R.P. M-256 and M-257. In his report, Mr. Taylor advises that these plans of subdivision are located north of Burnhamthorpe Road East and east of Robert Speck Blvd. Mr. Taylor further advises that subject to the provisions of the Engineering Agreement various storm sewer and sanitary sewer connections were provided for Blocks B,C,D,E and F of Plan M-256 and Blocks Y,Z, AA, BB, CC and MM of Plan M-257. These connections were aligned with what were anticipated to be future lot lines once these blocks were released from part lot control. However, due to site plan conditions, the proposed lot lines have been modified and therefore private connections to the existing municipal services will cross the proposed lot lines. To resolve this problem, Mr. Taylor recommends:

(a) That a 10 foot wide municipal servicing easements known as Parts B, C, D, E and F of Reference Plan 43R-6518 and Parts Y, Z, AA, BB, CC and MM of Reference Plan 43R-6516 be granted to the municipality and registered on title, subject to the Legal Department approval of the relevant documents.

(b) That a By-law be passed authorizing the Mayor and Clerk to execute the transfer documents for the easements outlined in (a)

File: M-256, 257

RECOMMEND ADOPTION

9. Report dated May 22, 1979 from the Commissioner of Engineering and Works regarding a request from Markborough Properties Limited for the release of securities for the construction of a grade separation of the CPR railway and Argentia Road, subject to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, Markborough Properties Limited, providing the municipality with a Letter of Credit in the amount of $191,000.00 to cover the City's share of the cost of the grade separation. However, an Official Plan review has indicated that this work will not be required due to the fact that the railway line is of minor importance.

9. (cont'd)

This report was originally considered by the Public Works Committee at its meeting held on June 15, 1979. At that time, Councillor Dear requested that the matter be deferred so that Mr. Carlson and himself could meet with staff and residents in order that the residents may be fully aware of the circumstances behind Mr. Taylor's recommendation to release the securities for this grade separation to Markborough Properties Limited. This proposal was endorsed by the Committee on a motion by Mr. Carlson.

Mr. Taylor advises that this meeting has now taken place and that the concerns of Councillor Dear and Mr. Carlson have been satisfied. It is, therefore, appropriate for the Committee to reconsider this report.

File: M-8, M-11
103-79

DIRECTION REQUIRED

10. Report dated August 8, 1979 from the Commissioner of Engineering and Works regarding the proposal to prohibit heavy trucks on Winston Churchill Blvd. In his report, Mr. Taylor advises that the City and the Regional Municipality of Peel are working on a truck traffic study and therefore are not prepared to recommend the prohibition of heavy vehicles on any major road until the truck study is finalized in February of 1980.

Therefore Mr. Taylor recommends:

(a) That no action be taken at this time to prohibit heavy trucks on Winston Chruchill Blvd. north of Dundas Street.

(b) That City staff co-operate with Regional staff to ensure that theTrucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the Summer of 1980.

(c) That the Region of Peel be advised of these recommendations.

File: 18-79
35-79

RECOMMEND ADOPTION

11. Summary of Unfinished Business relating to the Public Works Committee as of August 14, 1979.

File: 131-79

RECOMMEND RECEIPT

FILE REF: 11 141 00039
13 211 00013

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

RECEIVED
REGISTRY No. 9134
DATE AUG 8 1979
FILE No. 139-79
22-79
CLERK'S DEPARTMENT

Request No. 260-79
Clerk's File No. 139-79

July 25, 1979

LADIES & GENTLEMEN:

SUBJECT: QEW near Cawthra Road.

ORIGIN: Letter from Mr. J.F. Walmark, Chairman, of North Applewood Homeowners Association.

COMMENTS: We have reviewed the concerns expressed by North Applewood Homeowners Association relative to the North Service Road and have the following comments.

The first complaint concerned increasing noise and traffic on the North Service Road between Dixie Road and Cawthra Road. A considerable amount of the traffic currently using the North Service Road is doing so to gain access from Dixie Road to the QEW westbound and from the QEW westbound to Cawthra Road. It is necessary to exit from the QEW east of Dixie Road and continue westbound on the North Service Road to Cawthra Road. This volume is reflected by the fact the Service Road pavement is currently marked with two westbound lanes and one eastbound lane. In addition, during the p.m. rush hour, a considerable amount of traffic is assumed to use the Service Road as a by-pass to the QEW. Traffic exits onto the North Service Road east of Dixie Road and returns to the QEW at Cawthra Road. The construction of the Cawthra Road interchange will change these patterns by eliminating the ability of traffic to by-pass the QEW on the Service Road and by providing a direct exit from the QEW to Cawthra Road. This construction should result in a significant decrease in traffic volumes on the North Service Road.

The present construction work on the QEW does not include any noise barriers. We suggest that this request by forwarded to the Ministry of Transportation and Communications.

The third concern relates to the numerous bus stops on the south side of the Service Road and although it is not specifically noted in the letter, presumably the concern is that there is a very short distance between the south curb on the Service Road and the north lane of the QEW. The Cawthra Road interchange construction includes the installation of "Jersey Wall" barriers for approximately two thousand feet east and west of the inter-

continued ...

1(a)

COMMENTS: continued ...

change between QEW and Service Road. This is the type concrete barrier which has recently been installed in the median of Highway 401 between Highway 10 and Mississauga Road, and on a short section of the QEW at Winston Churchill Boulevard. This is being done primarily because the construction of the acceleration and deceleration lanes on the QEW will narrow the distance between the highway and the Service Road. This "Jersey Wall" will include a four foot chain link fence on top of the thirty inch high "Jersey Wall". The attached plan indicates the limits of the proposed "Jersey Wall".

The situation will also be improved because the existing highway lighting poles (which are located on the north and south shoulders) will be removed and new luminaires will be placed in the median protected by the steel beam guide rail.

We suggest that the Ministry of Transportation and Communications be requested to comment on the feasibility of extending this treatment from east of Dixie Road to Hurontario Street.

RECOMMENDATIONS:

1) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of noise barriers on the QEW in Mississauga.

2) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of erecting "Jersey Wall" barriers between the QEW and the North and South Service Roads from Hurontario Street to east of Dixie Road.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

KKW:mk
Att.

c.c. E.M. Halliday
All Commissioners

north applewood
HOMEOWNERS' ASSOCIATION

APPLEWOOD ACRES, MISSISSAUGA

Klg

RECEIVED
JUN 1 1 1979
MAYOR'S OFFICE

June 5, 1979

Her Worship The Mayor
City Hall
1 City Centre Drive
Mississauga, Ontario

Dear Madame Mayor:

As Chairman of the North Applewood Homeowners Association; I have had numerous complaints in regards to the increasing noise and traffic on the North Service Road (between Dixie Road and Cawthra Road).

Since there are many communities that are now sheltered by various noise abutments along the Hwy. 401; I would like to know if there is anything to be done in our area.

Another concern in our community refers to the bus stops along the North Service Road (South Side in particular). There has been numerous accidents along the Q.E.W. between Dixie Road and Cawthra Road and this is very obvious when one looks at the number of hydro poles that have been replaced as well as the variety of fencing along this same stretch of highway.

I would appreciate a reply to this letter as it is of utmost importance to ensure that the safety of our residents is maintained and to have this situation rectified as soon as possible.

REFERRED TO W. TAYLOR
FOR REPORT TO PUBLIC WKS.

Yours very truly,

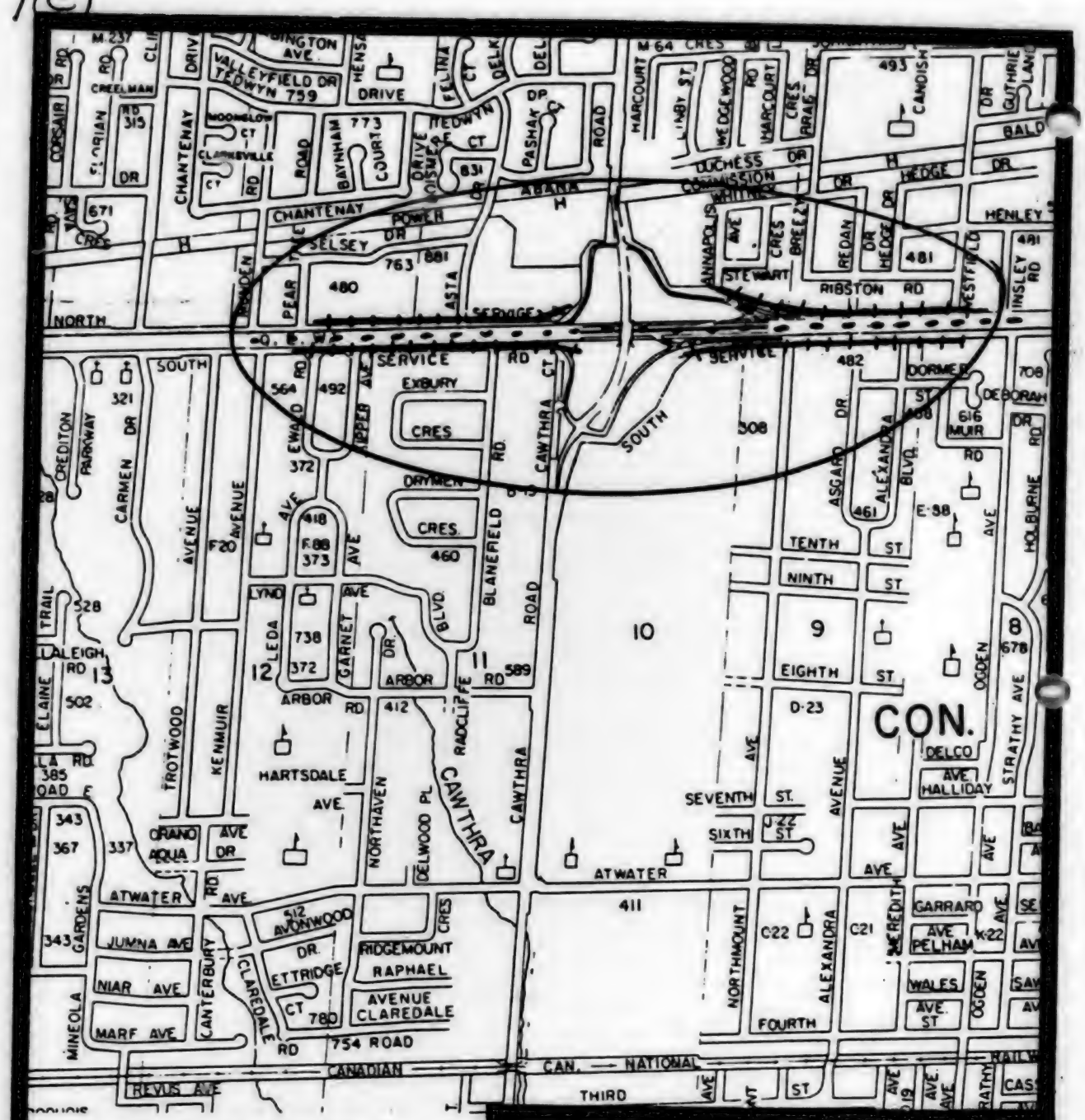
John F. Walmark
Chairman; North Applewood Homeowners Association

Request for Report #260-79

JFW:kr
cc: Mr. Boyd
2023 Tolman Road
Mississauga, Ontario

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
JUN 20 1979

W.R.T.		



..... NEW MEDIAN LUMINAIRES

JERSEY WALL CONCRETE BARRIER (30" HIGH) BETWEEN RAMP AND SERVICE ROAD (WITH 4' HIGH CHAIN LINK AND GLARE SCREEN ON TOP)

CITY OF MISSISSAUGA

Engineering Department

Traffic Section

QEW/CAWTHRA ROAD INTERCHANGE

2

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00008

The Chairman and Members of
The Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept Engineering and Works

July 24, 1979

LADIES & GENTLEMEN :

SUBJECT : Parking on Stavebank Road.

ORIGIN : Mrs. J. Hawley, 35 Stavebank Road, Mississauga.

COMMENTS : We have had a request from Mrs. Hawley to improve conditions relating to parking on the east side of Stavebank Road in the vicinity of the Senior Citizens Apartment between Park Street and the CNR.

The attached sketch indicates the existing parking regulations in this area.

RECEIVED
REGISTRY No. 8778
DATE JUL 30 1979
FILE No. 86-79
CLERK'S DEPARTMENT

Unfortunately on a number of occasions parking has occurred in the NO PARKING area in front of the building and access for an ambulance has been obstructed.

Mrs. Hawley also indicated some concern relating to pedestrians crossing the roadway. At the present time signs are in place in the area indicating "Senior Citizens Crossing".

In an attempt to resolve the situation we are proposing that parking be prohibited on the east side of Stavebank Road for the remainder of the block between the Senior Citizens Apartment building and Park Street. This will eliminate only four parking spaces on the street.

From our observations adequate parking is available on other streets in the area including the west side of Stavebank Road opposite the Senior Citizens Apartment building, both sides of Stavebank Road south of Park Street and on Park Street east of Stavebank Road. In addition there is a large parking area west of the arena which is located across the street from this building.

continued ...

2(a)

SUBJECT : Parking on Stavebank Road.

COMMENTS :
continued ... The elimination of these four spaces will provide a curb side area for delivery vehicles to stop and should ensure that there is still space available for emergency vehicles. It will also assist senior citizens in crossing the street by improving drivers visibility of the entrance to the Senior Citizens building.

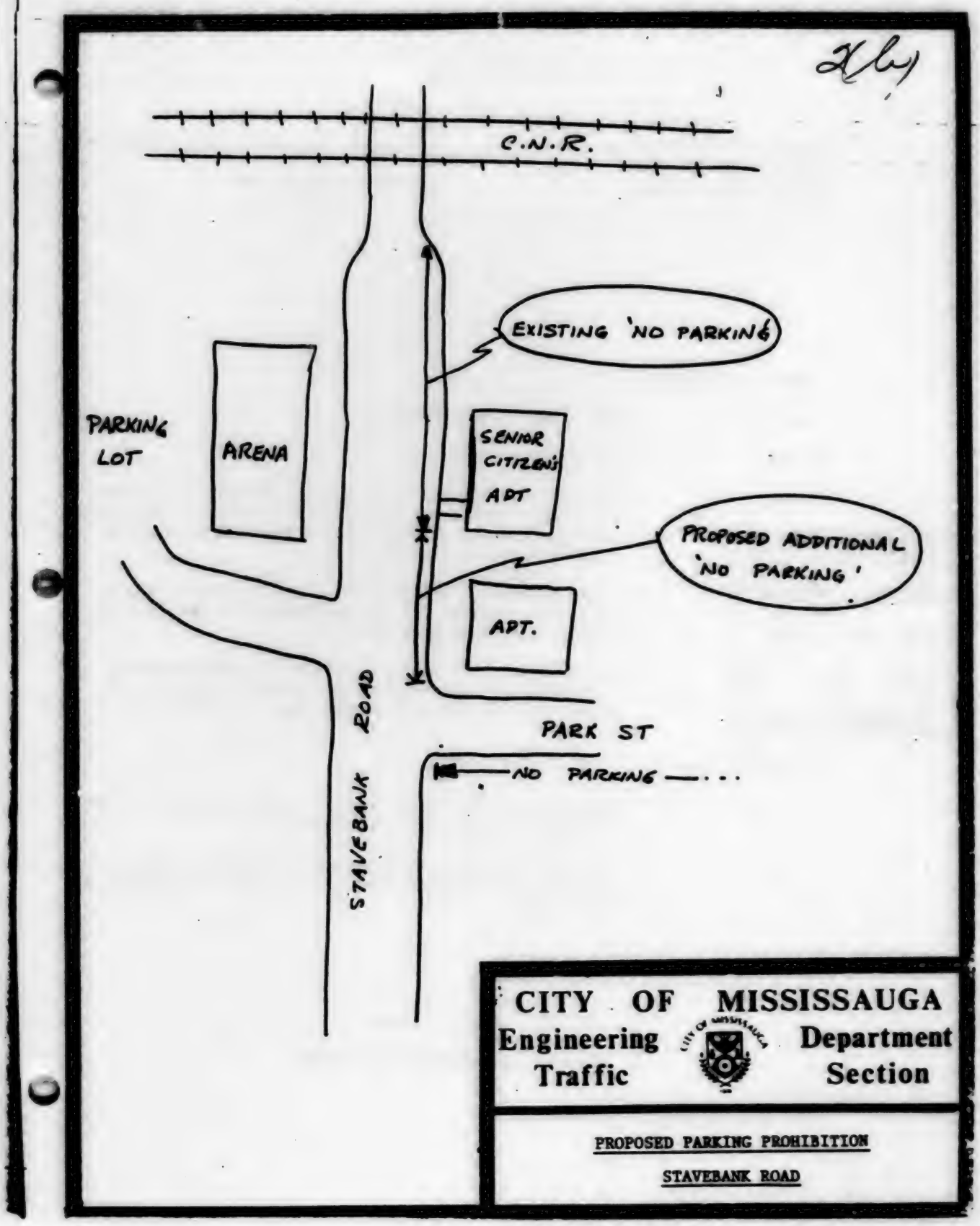
RECOMMENDATION : That NO PARKING ANYTIME signs be erected on the east side of Stavebank Road between Park Street and the CNR.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

RKW:jb


C.N.R.
EXISTING 'NO PARKING'
PARKING LOT
ARENA
SENIOR CITIZEN'S APT
PROPOSED ADDITIONAL 'NO PARKING'
APT.
STAVEBANK ROAD
PARK ST
NO PARKING
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
PROPOSED PARKING PROHIBITION
STAVEBANK ROAD

3.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00217

Chairman and Members of the
~~Public Works Committee~~
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept Engineering and Works

July 30, 1979

LADIES & GENTLEMEN :

SUBJECT : Fire Access Route By-Law.

ORIGIN : Engineering Department.

COMMENTS : Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law No. 444-79, as amended, by adding to Schedule 8 a number of listings under Designated Fire Routes.

These amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property.

Accompanying this By-Law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECEIVED
REGISTRY No. 8931
DATE AUG 2 1979
FILE No. 86-79
CLERK'S DEPARTMENT

RECOMMENDATIONS :

1) That the attached dradt By-Law amending Traffic By-Law No. 444-79 as amended, be approved.

2) That the Agreement Forms accompanying this By-Law revision as contained herein, be executed by the Mayor and Clerk.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

JL:jb

4.

City of Mississauga

MEMORANDUM FILE REF : 11 141 00039
11 161 00011
13 211 00019

The Chairman and Members of
The Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

August 3, 1979

LADIES & GENTLEMEN :

SUBJECT : Parking on Dundas Street.

ORIGIN : Engineering and Works Department.

COMMENTS : Dundas Street is currently listed in the Traffic By-Law for "No Parking Anytime". However, signs have not been erected in most locations because parking on the street has not been a problem.

Recent observations in the area of Cedar Grove Trailer Park have indicated that frequent parking on the paved boulevard between the barrier curb and sidewalk is causing a visibility problem for motorists exiting from the trailer park and other driveways in the area.

We are therefore, recommending that "No Parking Anytime" signs be erected on the north side of Dundas Street from the Cedar Grove Trailer Park entrance for a distance of 200 ft. easterly.

RECOMMENDATION : That "No Parking Anytime" signs be erected on the north side of Dundas Street from the Cedar Grove Trailer Park entrance for a distance of 200 ft. easterly.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 9144
DATE AUG 9 1979
FILE No. 86-79
CLERK'S DEPARTMENT

5.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
11 161 00011
13 211 00023

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept Engineering and Works

August 7, 1979

LADIES & GENTLEMEN:

SUBJECT: Request for parking prohibition on Gillian Street.

ORIGIN: Mr. P. Travis, Mississauga Transit.

COMMENTS: We have been requested to install no parking anytime signs on the north side of Gillian Street in front of the Transit terminal. The existing parking on this portion of Gillian Street is creating some operational difficulties for Mississauga Transit.

Our observations have indicated that no parking signing would be beneficial to roadway operation if installed on the north side of Gillian Street between Wolfedale Road and the west limit of the street at the Transit garage.

RECOMMENDATIONS:

1) That no parking anytime signs be installed on the north side of Gillian Street between Wolfedale Road and the west limit of the street.

2) That the attached draft by-law to amend Traffic By-Law #444-79, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

Clerk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 9212
DATE AUG 10 1979
FILE No. 86-79
CLERK'S DEPARTMENT

CITY OF MISSISSAUGA

Mississauga Transit

MEMORANDUM

5(a)

To Rob Wanless — From Peter Travis

Dept. Traffic/Engineering — Dept. Transit

January 25th, 1979.

SUBJECT: No Parking Signage - Transit Terminal

Would you please look into installing "No Parking" signs on the north-side of Gillian Street, in front of the Transit Terminal.

Numerous automobiles are parking on both sides of the street throughout the day, and we are experiencing a number of problems with snow removal, visibility and fire hydrant blockage.

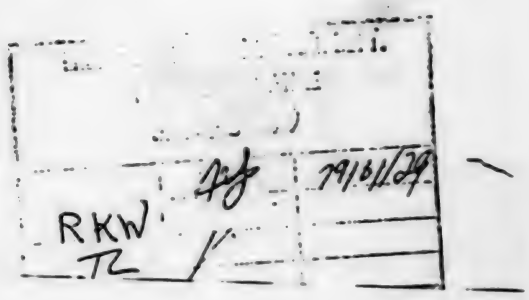
Any assistance you can give us in this matter will be greatly appreciated.

Peter Travis

Peter Travis, Manager,
Planning and Research.

PT:jp

c.c. Joe Coltson



6.

City of Mississauga

MEMORANDUM Files: 11 141 00039
11 121 00017

To Chairman and Members — From William P. Taylor

Dept. Public Works Committee — Dept. Engineering and Works

August 2, 1979.

SUBJECT: Quit Claim of Temporary Drainage Easement on Lot 123, Registered Plan 697 Located South of Mississauga Road and East of Portsey Avenue.

ORIGIN: Temporary Drainage Easement Provided by Bengot Holdings Limited to the City of Misadssauga Registered as Instrument Number 162653 on February 12, 1964.

COMMENTS: Under the terms of the development agreements between the former Township of Toronto and Bengot Holdings Limited, a temporary easement was provided to the Township over a drainage swale on Lot 123, Registered Plan 697.

Within the actual Indenture, we find that this easement was to last for a period of four years from the date of the Indenture.

Noting this agreement and the fact that we have received no drainage complaints relative to the concerned drainage swale, we recommend that this easement be quit claimed.

RECOMMENDATION: That the temporary easement Registered on Lot 123, Plan 697 as Instrument Number 162653 on February 12, 1964 be quit claimed by the City.

WPB/cm

William P. Taylor, P.Eng.,
Commissioner.

cc: E. M. Halliday
K. Cowan
R. Edmunds
L. Love
D. Ogilvie

RECEIVED
REGISTRY No. 9045
DATE AUG 7 1979
FILE No. 53-79
CLERK'S DEPARTMENT

7.

City of Mississauga

MEMORANDUM

FILES: 16 111 73143
16 111 73139
11 141 00039

To Chairman and Members — From W. P. Taylor

Dept. Public Works Committee — Dept. Engineering and Works

August 9, 1979

SUBJECT: External storm drainage to Draft Plan of Subdivision - George Wimpey Canada Ltd. - N.N. Dixie, T-24658 and Ventro Developments, T-24461.

ORIGIN: Engineering and Works Department

COMMENTS: This subdivision is located immediately east of Cawthra Road and south of the parkway belt. Its natural drainage outlet is the Little Etobicoke Creek via sewers in the Ventro Plan of Subdivision, T-24461.

There are 115 acres of industrial and residential lands north of the H.E.P.C. right-of-way which naturally drain into the Wimpey subdivision. The developers have requested that they not be required to oversize their storm sewers to accommodate this ultimate drainage. The topography of the land is such that the drainage of this 115 acres could be diverted east to the Etobicoke Creek north of the H.E.P.C. right-of-way, at the time development proceeded in that area.

RECOMMENDATIONS:

1. The developers, George Wimpey Canada Ltd. - N.N. Dixie, T-24658 and Ventro Developments, T-24461, be required to oversize their storm sewers to accommodate all runoff contributing to their lands external to their plans, designed at a factor for agricultural runoff (existing).

2. The developers not be required to oversize their storm sewers to accommodate the ultimate future runoff from industrial and residential lands north of the H.E.P.C. right-of-way.

3. When development proceeds in the lands north of the H.E.P.C. right-of-way, that now drain into the Wimpey-Ventro lands, the drainage will be provided and directed easterly to the Little Etobicoke Creek, but north of the H.E.P.C. right-of-way, by the developers of these lands.

RECEIVED
REGISTRY No. 9289
DATE AUG 15 19
FILE No. T24658
T24461
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br

cc: E. Halliday
All Commissioners
J. V. Falke W. S. Vinter

8

City of Mississauga

MEMORANDUM

File: 16 111 77113
11 141 00039

RECEIVED
REGISTRY No. 9046
DATE AUG 7 1979
FILE No. M256,257
CLERK'S DEPARTMENT

To Chairman and Members
Dept. Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

July 27, 1979.

SUBJECT: Dedication of Servicing Easements to the City of Mississauga and to the Region of Peel within the Sherwood Meadows Subdivision Plans M-256 and M-257
Located North of Burnhamthorpe Road East and East of Robert Speck Boulevard.

ORIGIN: Engineering and Works Department

COMMENTS: Within the Engineering Agreement for the Sherwood Meadows Subdivision, various storm sewer and sanitary sewer connections were provided to service Blocks B, C, D, E and F of Plan M-256 and Blocks Y, Z, AA, BB, CC and MM of Plan M-257. At that time, and during the actual installation, these connections were aligned with what were anticipated to be the future part lot lines once each block was released from Part Lot Control.

Subsequent to both the date of the signing of this Agreement and to the actual installation, the proposed part lot lines have been shifted by way of site plan considerations.

In light of this, if private connections were installed to the existing municipal connections, they would cross the newly proposed part lot lines.

To resolve both the legal and maintenance problems which may occur out of this, we recommend that municipal servicing easements be obtained such that each connection will cross the part lot line within the easement.

In reviewing this with the Developer and his consultant, it has been agreed, in principle, that a ten foot wide servicing easement along the frontage of each of the aforementioned Blocks would resolve the potential problem.

Accordingly, the Developer has provided us with the necessary documentation which will dedicate to the City and the Region these municipal easements free of charge.

.../...

8(a)

July 27, 1979.

Chairman and Members
Public Works Committee

Recommendations:

1. That, upon approval of the submitted documentation by the Legal Department, the City accept and register the ten foot wide municipal servicing easements known as Parts B, C, D, E and F of 43R-6518 and as Parts Y, Z, AA, BB, CC and MM of 43R-6516.

2. That a By-law be passed authorizing the Mayor and Clerk to execute the transfer documents for the easements outlined in (1).

William P. Taylor, P.Eng.,
Commissioner.

cc: E. M. Halliday
T. Clark
All Commissioners

9.

City of Mississauga

MEMORANDUM

FILES: 16 111 70066
16 111 74132
11 141 00039

To Chairman and Members — From W. P. Taylor

Dept. Public Works Committee — Dept. Engineering and Works

May 22, 1979

SUBJECT: Argentia Road/C.P.R. Grade Separation
Registered Plans M-8 to M-11

ORIGIN: Request by the developer, Markborough Properties Ltd. for the release of the securities for construction of the subject grade separation.

COMMENTS: A deferred works item (Schedule 'F') in the Engineering Agreement for R.P.'s M-8 to M-11 is that a grade separation be constructed at the Argentia Rd./C.P.R. crossing in the future. When the developer requested that the subdivision be assumed by the City after the due maintenance period, the necessity of this grade separation had still not been resolved. To satisfy this Schedule 'F' item in the Engineering Agreement the developer agreed to provide the City with a Letter of Undertaking together with a Letter of Credit in the amount of $191,000, the value of the estimated City's share of the cost. This would stand until such time as an Official Plan Review confirmed that the grade separation would or would not be required and at the same time clear the subdivision for assumption. An Official Plan review has since indicated that this work will not be required due to the fact that this rail line is of minor importance and has light traffic.

RECOMMENDATIONS:

1. The developer, Markborough Properties Ltd, be released of their commitment to construct the grade separation at Argentia Road and the C.P.R. line.

2. The securities in the amount of $191,000 be released to the developer.

RECEIVED
REGISTRY No. 5361
DATE MAY 24 1979
FILE No. M8-11
103-79
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br

cc: E. Halliday
R. Edmunds
L. Love
D. Ogilvie
K. Cowan

10

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
22 141 00007
22 141 00024

To: The Chairman and Members of
~~The Public Works Committee~~
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

August 8, 1979

Request No. 298-79
File Nos. 18-79 and 35-79

LADIES & GENTLEMEN :

SUBJECT : Prohibition of Heavy Trucks on Winston Churchill Blvd.

ORIGIN : Council meeting, July 9, 1979.

COMMENTS : At the meeting held on July 9, 1979, Council considered a resolution to prohibit heavy trucks on Winston Churchill Blvd. This matter was referred to the Region of Peel Public Works Department for comment because of the ongoing Truck Study, and we have met with staff of the Region to discuss this proposal.

RECEIVED
REGISTRY No. 9335
DATE AUG 14 1979
FILE No. 18-79
35-79
CLERK'S DEPARTMENT

There is a general reluctance to implement truck prohibitions on major roads at this time until the Truck Study can be finalized. We feel this is necessary to ensure a consistent approach to the truck route problem throughout the City since the majority of our arterial roads are flanked by residential developments.

As a result of these discussions, it has been agreed by City and Region staff that the Trucking Study schedule would be altered to ensure that the component dealing with truck routes would be completed by February 1980. This would allow for discussion of the proposals by Council and installation of the necessary truck route signing prior to next Summer. We feel this scheduling is reasonable since trucks cause comparatively little annoyance in the Winter when outside activity is limited.

RECOMMENDATIONS :

1) That no action be taken at this time to prohibit heavy trucks on Winston Churchill Blvd north of Dundas Street.

continued ...

10(a)

SUBJECT : Prohibition of Heavy Trucks on Winston Churchill Blvd.

RECOMMENDATIONS :
continued ...

2) That City staff co-operate with Regional staff to ensure that the Trucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the Summer of 1980.

3) That the Region of Peel be advised of these recommendations.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners
W.J. Anderson, Region of Peel
P. Allen, Region of Peel

RKW

PUBLIC WORKS

DATE: AUGUST 14, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Oct. 7/79	13
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.30/79	8
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Aug. 30/79	6
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Aug.18/79	4
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	June 12/79	2
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Aug. 30/79	2
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Sept.15/79	2
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Sept.15/79	2
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2

PUBLIC WORKS

DATE: AUGUST 14, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Sept.15/79	2
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Aug. 30/79	2
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
179-79	Building	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	Aug. 7/79	2
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Aug. 2/79	0
284-79	Eng. & Works	Noise Abatement Problems on Arterial Roads for existing developments	Public Works Committee of June 15/79	Aug.26/79	0
291-79	Eng. & Works	Control of traffic in vicinity of Indian Road and Tecumseh Park Drive	Letter dated July 3/79 from Mr. B. Aikman	Aug.30/79	0
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	----------	-----

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS

DATE: AUGUST 14, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
312-79	Eng. & Works	Complaints re. access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school	Public Works Committee Aug. 2/79	----------	------
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	----------	-------
314-79	Eng. & Works	Review of all traffic control measures in the Z-14 area, bounded by the Q.E.W., Hurontario St., Dundas St. and Cawthra Rd.	Public Works Committee Aug. 2/79	----------	-------
315-79	Eng. & Works	Additional funds for Storm Sewer Emergency Repairs	Public Works Committee Aug. 2/79	----------	-------

911

PUBLIC WORKS
AUGUST 14, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

City of Mississauga

MEMORANDUM

To Mr. J. Murray — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

September 11th, 1979

RE: File 139-79 - Public Works Committee
(August 17, 1979, Report No. 8-79)

Council, at its meeting held on September 10th, 1979, adopted the report of the Public Works Committee meeting held on August 17th, 1979.

JJL/lw

Joan

FORM 145

CITY OF MISSISSAUGA

M I N U T E S

MEETING #8

NAME OF COMMITTEE: PUBLIC WORKS COMMITTEE

DATE OF MEETING: Friday, August 17, 1979

MEMBERS PRESENT:
Councillor K. Dear, Chairman
Councillor L. Taylor
Councillor R. Starr
Councillor S. Mahoney
Mr. B. Belford
Mr. A. Nemetz

MEMBERS ABSENT:
Mr. P. Carlson, Vice-Chairman
Councillor F. Hooper
Mr. R. Martin
Mr. F. Dale

STAFF PRESENT:
Mr. W. P. Taylor, Commissioner of Engineering and Works
Mr. J. Murray, Committee Co-ordinator

NOTE:

The Public Works Committee went on a Tour of the Burnhamthorpe Bridge Construction Site on Friday August 17, 1979 between 12:00 noon and 2:30 p.m. The Committee held its meeting on the tour bus on its return journey to City Hall. Mr. Peter Carlson requested that it be noted in the Minutes that he was absent from the meeting because he had arranged for alternative means of transportation.

MATTERS CONSIDERED:

1. Report dated July 25, 1979 from the Commissioner of Fngineering and Works regarding some concerns expressed by the North Applewood Homeowners Association relating to the volume of traffic and the amount of noise on the North Service Road between Dixie Road and Cawthra Road. In his report, Mr. Taylor acknowledged that there was a large amount of traffic on the North Service Road at this time, but that this should be reduced when the Cawthra/Queen Elizabeth Way interchange was completed. Mr. Taylor also acknowledged that noise was a problem in this area and recommended that the Ministry of Transportation and Communications be requested to incorporate noise barriers on the Queen Elizabeth Way throughout Mississauga.

ITEM 1 CONTINUED ....

The third concern mentioned in Mr. Taylor's report, dealt with the safety of pedestrians waiting for buses on the south side of the North Service Road. Mr. Taylor advised that "Jersey Wall" was being constructed on the Queen Elizabeth Way approximately 2,000 feet east and west of the Cawthra interchange. In his report, Mr. Taylor recommended:

a) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of noise barriers on the Queen Elizabeth Way in Mississauga.

b) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of erecting "Jersey Wall" barriers between the Queen Elizabeth Way and the North and South Serivce Roads from Hurontario Street to east of Dixie Road.

Mr. Taylor also recommended that the report dated July 25, 1979 from the Commissioner of Engineering and Works regarding noise abatement features on the Queen Elizabeth Way in the City of Mississauga be referred to Mr. R. Edmunds, Commissioner of Planning, who has been directed by Council to co-ordinate a staff report on noise abatement along Ministry of Transportation and Communications Highways in order that the above recommendation can be incorporated into this report.

The Committee endorsed Mr. Taylor's recommendations in this regard.

File: 22-79 Recommendation #136a
Recommendation #136b
Recommendation #136c

2. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledged that there was a parking problem in this area and recommended that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

Further consideration of this item was deferred until the next meeting of the Public Works Committee.

File: 86-79

3. Report dated July 30, 1979 from the Commissioner of Engineering and Works with respect to a fire access route by-law governing 101 The Queensway West and 2133 Royal Windsor Drive in the City of Mississauga. Mr. Taylor recommended that the Traffic By-law No.444-79, as amended, be amended to implement the designation of fire routes at 101 The Queensway West and 2133 Royal Windsor Drive.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File 86-79 Recommendation #137

4. Report dated August 3, 1979 from the Commissioner of Engineering and Works regarding parking problems on the north side of Dundas Street in the vicinity of Cedar Glen Trailer Park. Mr. Taylor advised that frequently, parking on the paved boulevard between the barrier curb and sidewalk was causing a visibility problem for motorists exiting from the trailer park and other driveways in the area and recommended that "No Parking Anytime" signs be erected on the north side of Dundas Street from the Cedar Grove Trailer Park entrance for a distance of 200 feet easterly.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 86-79 Recommendation #138

5. Report dated August 7, 1979 from the Commissioner of Engineering and Works regarding a request from Mississauga Transit for parking prohibition signs on Gillian Street. Mr. Taylor advised that he was in agreement with Mississauga Transit regarding the need for "No Parking" signs on Gillian Street and recommended that "No Parking Anytime" signs be installed on the north side of Gillian Street between Wolfedale Road and the western limit of the street and that the Traffic By-law #444-79, as amended, be so amended.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 86-79 Recommendation #139

6. Report dated August 2, 1979 from the Commissioner of Engineering and Works regarding a temporary drainage easement on Lot 123, Registered Plan 697, located south of Mississauga Road and east of Portway Avenue. Mr. Taylor advised, in his report, that under the terms of the development agreement between the former Township of Toronto and the Developer, Bengot Holdings Limited, a temporary easement was provided to the Township over drainage swale on this property. However, this easement was to last for a period of four years only. In light of this time restriction, and the fact that the Engineering Department has received no drainage complaints relative to this swale, it was recommended that the temporary easement registered on Lot 123, Registered Plan 697 as Instrument Number 162653 on February 12, 1964, be quit claimed by the City of Mississauga.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 53-79 Recommendation #140

7. Report dated August 9, 1979 from the Commissioner of Engineering and Works regarding the oversize of the External Storm Sewer for proposed plans of subdivision, George Wimpey Canada Ltd., File T-24658 and Ventro Development, File T-24461, located in North North Dixie area immediately east of Cawthra Road and south of the Parkway Belt. In his report, Mr. Taylor advised that it would be necessary for the Developers to oversize their storm sewers to accommodate drainage run-off for adjacent lands but that it was not necessary to accommodate the run-off of lands north of the H.E.P.C. right-of-way. Mr. Taylor advised that when the lands north of the right-of-way are developed, the drainage will be directed easterly to the Little Etobicoke Creek, north of the right-of-way. In his report, Mr. Taylor recommended:

a) That the Developers, George Wimpey Canada Ltd. - T-24658 and Ventro Developments, T-24461, be required to oversize their storm sewers to accommodate all run-off contributing to their lands external to their plans, designed at a factor for agricultural run-off.

b) That the Developers not be required to oversize their storm sewers to accommodate the ultimate future run-off from industrial and residential lands north of the H.E.P.C. right-of-way.

ITEM 7 CONTINUED ....

c) That drainage for the lands north of the H.E.P.C. right-of-way that now drains into the Wimpey-Ventro lands be directed westerly to the Little Etobicoke Creek, north of the H.E.P.C. right-of-way by the Developers of these lands when the lands are developed.

The Committee endorsed Mr. Taylor's recommendations in this regard.

Files: T-24658 Recommendation #141a
T-24461 Recommendation #141b
Recommendation #141c

8. Report dated July 27, 1979 from the Commissioner of Engineering and Works regarding the dedication of service easements to the City of Mississauga and the Regional Municipality of Peel within Sherwood Meadows Subdivision, Plans R.P. M-256 and M-257. In his report, Mr.Taylor advised that these plans of subdivision are located north of Burnhamthorpe Road East and east of Robert Speck Boulevard. Mr. Taylor further advised that subject to the provisions of the Engineering Agreement, various storm sewer and sanitary sewer connections were provided for Blocks B,C,D,E, and F of Plan M-256 and Blocks Y,Z,AA, BB, CC and MM of Plan M-257. These connections were aligned with what were anticipated to be future lot lines once these blocks were released from part lot control. However, due to site plan conditions, the proposed lot lines have been modified and therefore, private connections to the existing municipal services will cross the proposed lot lines. To resolve this problem, Mr. Taylor recommended:

a) That a 10 foot wide municipal servicing easement known as Parts B,C,D,E and F of Reference Plan 43R-6518 and Parts Y,Z, AA, BB, CC and MM of Reference Plan 43R-6516 be granted to the municipality and registered on title, subject to the Legal Department approval of the relevant documents.

b) That a By-law be passed authorizing the Mayor and Clerk to execute the transfer documents for the easements outlined in (a).

The Committee endorsed Mr. Taylor's recommendations in this regard.

Files: M-256 Recommendation #142a
M-257 Recommendation #142b

9. Report dated May 22, 1979 from the Commissioner of Engineering and Works regarding a request from Markborough Properties Limited for the release of securities for the construction of a grade separation of the CPR railway and Argentia Road, subject to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, Markborough Properties Limited, providing the municipality with a Letter of Credit in the amount of $191,000.00 to cover the City's share of the cost of the grade separation. However, an Official Plan review indicated that this work would not be required due to the fact that the railway line is of minor importance. This report was originally considered by the Public Works Committee at its meeting on June 15, 1979. At that time, Councillor Dear requested that the matter be deferred so that Mr. Carlson and himself could meet with staff and residents in order that the residents could be fully aware of the circumstances behind Mr. Taylor's recommendation to release the securities for this grade separation to Markborough Properties Limited. This proposal was endorsed by the Committee on a motion by Mr. Carlson.

Mr. Taylor advised that this meeting had taken place and that the concerns of Councillor Dear and Mr. Carlson had been satisfied.

The Committee endorsed Mr. Taylor's recommendation in this regard.

Files: M-8 Recommendation #143
M-11
103-79

10. Report dated August 8, 1979 from the Commissioner of Engineering and Works regarding the proposal to prohibit heavy trucks on Winston Churchill Boulevard. In his report, Mr. Taylor advised that the City and the Regional Municipality of Peel were working on a truck traffic study and, therefore, were not prepared to recommend the prohibition of heavy vehicles on any major road until the truck study was finalized in February of 1980.

Mr. Taylor recommended:

a) That no action be taken at this time to prohibit heavy trucks on Winston Churchill Boulevard north of Dundas Street.

b) That City staff co-operate with Regional staff to ensure that the Trucking Study recommendations can be presented to City and Regional Councils by February, 1980, for implementation of truck routes by the Summer of 1980.

ITEM 10 CONTINUED .....

c) That the Region of Peel be advised of these recommendations.

Further consideration of this item was deferred until the next meeting of the Public Works Committee.

Files: 18-79
35-79

11. Summary of Unfinished Business relating to the Public Works Committee as of August 14,1979.

Files:131-79 Recommendation #144
139-79

RECOMMENDATIONS: As Per Report No. 8-79

ADJOURNMENT: 2:15 p.m.

_____
Committee Co-ordinator

PUBLIC WORKS COMMITTEE AUGUST 17, 1979

REPORT NO. 8-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its eighth report and recommends:

136. (a) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of noise barriers on the Queen Elizabeth Way in Mississauga.

(b) That the Ministry of Transportation and Communications be requested to review the need for and feasibility of erecting "Jersey Wall" barriers between the Queen Elizabeth Way and the North and South Service Roads from Hurontario Street to east of Dixie Road.

(c) That the report dated July 25, 1979, from the Commissioner of Engineering and Works, regarding noise abatement features on the Queen Elizabeth Way in the City of Mississauga, be referred to Mr. R. Edmunds, Commissioner of Planning.

(38-136-79) 22-79

137. That the Traffic By-law No. 444-79, as amended, be amended to implement the designation of fire routes at 101 The Queensway West and 2133 Royal Windsor Drive.

(38-137-79) 86-79

138. That "No Parking Anytime" signs be erected on the north side of Dundas Street from the Cedar Grove Trailer Park entrance for a distance of 200 ft. easterly.

(38-138-79) 86-79

139. That "No Parking Anytime" signs be installed on the north side of Gillian Street between Wolfedale Road and the western limit of Gillian Street and that the Traffic By-law #444-79, as amended, be so amended.

(38-139-79) 86-79

140. That the temporary easement Registered on Lot 123, Registered Plan 697, as Instrument Number 162653 on February 12, 1964, be quit claimed by the City of Mississauga.

(38-140-79) 53-79

141. (a) That the developers, George Wimpey Canada Ltd., T-24658 and Ventro Development, T-24461, be required to oversize their storm sewers to accommodate all runoff contributing to their lands external to their plans, designated as a factor for agricultural runoff.

(b) That the developers not be required to oversize their storm sewers to accommodate the ultimate future runoff from industrial and residential lands north of the H.E.P.C. right-of-way.

(c) That drainage for the lands north of the H.E.P.C. right-of-way that now drain into the Wimpey-Ventro lands be directed easterly to the Little Etobicoke Creek, north of the H.E.P.C. right-of-way by the developers of these lands when the lands are developed.

(38-141-79) T-24658
T-24461

142. (a) That a 10 foot wide municipal servicing easement known as Parts B, C, D, E and F of Reference Plan 43R-6518 and Parts Y, Z, AA, BB, CC and MM of Reference Plan 43R-6516, be granted to the municipality by the Developer, Urban Equities, and registered on title, subject to approval of the relevant documents by the Legal Department.

(b) That a by-law be passed authorizing the Mayor and Clerk to execute the transfer documents for the aforementioned easements.

(38-142-79) M-256
M-257

143. That the developer, Markborough Properties Limited, be released of their commitment to construct the grade separation at Argentia Road and the C.P.R. line pursuant to Schedule 'F' of the Engineering Agreement between Markborough Properties and the City of Mississauga for Registered Plans M-8 to M-11, and that the securities in the amount of $191,000.00 be released to Markborough Properties Limited.

(38-143-79) M-8 to M-11
103-79

144. That the Summary of Unfinished Business relating to the Public Works Committee as of August 14, 1979, be received.

(38-144-79) 139-79
131-79

City of Mississauga

MEMORANDUM

To Mr. J. Murray — From Joan J. LePeuvre

Dept. Clerk's — Dept. Clerk's

August 14th, 1979

RE: File 139-79 - Public Works Committee
(August 2, 1979, Report No. 7-79)

Council, at its meeting held on August 13th, 1979, adopted the report of the Public Works Committee meeting held on August 2nd, 1979, subject to the following amendments:

Item 112 - amended to read:

"That all applications to Council for preservicing of subdivisions be made by the Commissioner of Engineering and Works to Council and that the policy entitled "Pre-Servicing of Subdivisions" dated July 11, 1979, be approved."

Item 126 - part (b) to read:

"(b) That all-way stop signs be erected at Northmount Avenue and Eighth Street."

Item 129 was deleted and referred directly to Council. Council, on August 13th, 1979, referred it to the General Committee meeting of August 15th, 1979.

...../2

Item 132 was amended by the addition of part (b) to read:

"(b) That the following sections of recommendation (1419) passed by Council on October 25, 1976, be rescinded:

"(i) That the Council of the City of Mississauga reconfirm its adoption in principle of the recommended scheme proposed by Proctor and Redfern for the Lorne Park Grade Separation at the C.N.R. and the recommended scheme proposed by Maksymec and Associates for the Clarkson Road Grade Separation.

(ii) That the land required for each of these recommended schemes be protected from any future development in order that construction could take place in the future when increased traffic and train volumes make such imperative."

That the following section of recommendation (1419) be reconfirmed:

"(iii) That the City of Mississauga continue to discuss with the Canadian Transport Commission and the Railway, the possibility for the funding of pedestrian grade separations as an alternative to full scale grade separations, since the major problem at many of these locations is the pedestrian conflict."

Item 134 was referred back to Public Works for further consideration.

Joan per L.St.

JJL/lw

Joan

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, AUGUST 2, 1979; 7:30 P.M.

COMMITTEE ROOM "A"

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor F. Hooper
	Councillor S. Mahoney
	Councillor R. Starr
	Councillor L. Taylor
	Mr. R. B. Martin
	Mr. B. Belford
	Mr. F. J. Dale
	Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: July 27, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO TFE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, THURSDAY AUGUST 2, 1979

DEPUTATIONS: Mr. David J. Williams, The Planning Management Group
Re: Item 1

Mr. C. A. Dykeman of 1646 Douglas Drive
Re Item 13

ITEM #	FILE #	SUBJECT MATTER
1.	T-77049 T-79009 T-78047 OZ-83-75	Wilcox Road Reconstruction
2.	29-79	Mississauga Santa Claus Parade
3.	T-24580	North North Dixie Community Little Etobicoke Creek Construction
4.	T-24658 T-24580 T-24461	Construction of Rathburn Road
5.	M-209	Talka Subdivision
6.	29-79	Bike-a-thon - Mississauga Association For The Mentally Retarded
7.	26-79	Pre-Servicing of Subdivisions
8.	18-79 24-79 49-79	Maintenance of Sidewalks on Cliff Road
9.	86-79 49-79	3-Way Stop Sign at Candela Drive and Santee Gate
10.	M-122	Fencing Revisions in Erin Mills South, Neighbourhood 108
11.	7-79	Termination of Lease for Yard Yard #1 - Mavis Road
12.	86-79	Commervial Vehicle Loading Zones - Stanfield Road
13.	143-79 49-79 139-79 102-79	Over-Expenditure of Fence Repairs Account Construction of Fence on Douglas Drive Extension

ITEM #	FILE #	SUBJECT MATTER
14.	OZ-6-77	Tricont Properties Limited - North Service Road
15.	139-79	New Culvert Installations
16.	3-79 6-79	Paisley Boulevard in Vicinity of Floradale Public School
17.	M-120	Deletion of Nosie Abatement Berm Along North Property Line of Lots 410, 411 and 412,Plan M-120
18.	86-79	Hap-Hazard Parking on Stanfield Road
19.	86-79	Installation of All-Way Stop Signs at Intersection of Cliff Road and Tedwyn Drive and Cliff Road and King Street
20.	49-79 139-79	All-Way Stop at Rathburn Road and Wilcox Road
21.	49-79 139-79	Repairs on Northmount Avenue
22.	86-79	All-Way Stop on Glen Erin Drive and Folkway Drive
23.	28-79 86-79	Four-Way Stop at Intersection of Scarboro Street and York Street
24.	24-79	Snow Removal from City Sidewalks
25.	137-79 86-79	Traffic Conditions on Dundas Street In Erindale Village Area - Robinson Street and Proudfoot Street
26.	139-79 49-79	Ninth Street Reconstruction
27.	103-79	Grade Separation - Clarkson Road -C.N. and Lorne Park Road -C.N.
28.	151-79	Gas and Petroleum Pipelines Within City Limits
29.	139-79	1979 Maintenance Expenditures
30.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, AUGUST 2, 1979

COMMITTEE ROOM "A" AT 7:30 P.M.

A G E N D A

DEPUTATIONS: Mr. David J. Williams, The Planning Management Group
Re: Item 1

Mr. C. A. Dykeman of 1646 Douglas Drive
Re Item 13

MATTERS FOR CONSIDERATION:

1. Report dated July 3, 1979 from the Commissioner of Engineering and Works, In his report, Mr. Taylor advises that the following recommendations were referred back to the Public Works Committee by Council at its meeting held on July 9, 1979:-

"That prior to the proposed plans of subdivision T-79009 and T-77049, Heldar Holdings and Dunbourne Holdings being permitted to register, the following requirements be met:

(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5 year capital budget for construction within one year of the date of registration of the plans of subdivision.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to Highway 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road."

This deferral was precipitated by a request from Mr. David J. Williams of The Planning Management Group who represent Heldar Holdings and Dunbourne Holdings. Mr. Taylor advises that as a result of further development proposals on the Whitehall lands at Wilcox Road and Burnhamthorpe Road and Sylco and U.F.B. lands at the Meadows Boulevard and Wilcox Road, he is suggesting that no further development take place in this area until Wilcox Road has been reconstructed from Burnhamthorpe Road to the 403. In addition, he is suggesting that the construction of Meadows Boulevard from the west limit of Dunbourne Holdings lands to Cawthra Road be carried out at the expense of Dunbourne Holdings, from the west limit of Dunbourne Holdings lands to Wilcox Road, and from Wilcox Road to Cawthra Road at the expense of Sylco and U.F.B.

ITEM 1 CONTINUED ....

Mr. Taylor, in his report, recommends:

a) That the following plans of subdivision not be serviced or registered until Wilcox Road is shown in the current year Capital Budget from Highway 403 to Burnhamthorpe Road:-

Dunbourne Holdings, T-77049, Heldar Holdings, T-79009, Whitehall Developments, T-78047; Sylco Construction, OZ-83-75; and U.F.B.

b) That Wilcox Road be included in the 1980 Capital Budget between Highway 403 and Burnhamthorpe Road with the cost to be paid as follows:

(i) From Highway 403 to Meadows Boulevard - the cost to be shared by Heldar Holdings, Dunbourne Holdings, Sylco and U.F.B.

(ii) From Meadows Boulevard to Rathburn Road - the cost to be paid by the City.

(iii) From Rathburn Road to Burnhamthorpe Road - the cost to be paid by Whitehall Developments.

c) That Meadows Boulevard, from the west limit of Dunbourne Holdings lands to Cawthra Road, be reconstructed to current standards at the expense of the Developers - Dunbourne Holdings, Sylco and U.F.B. and Heldar Holdings.

(see also item 20 - recommendation (b))

Files: T-77049, T-79009, T-78047, OZ-83-75

RECOMMEND ADOPTION

2. The following proposed motion of Councillor Marland was referred to the Public Works Committee by Council at its meeting on July 9, 1979 for further investigation and alternatives that can be recommended for the policy respecting parades:

"WHEREAS the year 1979 has been proclaimed on a World-Wide basis as the "International Year of the Child";
AND WHEREAS the Mississauga Santa Claus Parade is for the benefit primarily of the children of Mississauga;
BE IT RESOLVED that the fee of $1,000.00 for erection and removal of route signs on roads, be waived."

ITEM 2 CONTINUED .....

It is expected that the Commissioner of Engineering and Works will report verbally with respect to this matter.

File: 29-79

DIRECTION REQUIRED

3. Report dated July 10, 1979 from the Commissioner of Engineering and Works with respect to the North North Dixie Community Little Etobicoke Creek Construction. Mr. Taylor, in his report, advises that the City has budgeted $250,000.00 for the reconstruction of the Little Etobicoke Creek from Burnhamthorpe Road to the Highway 403 extension in the approved 1979 Capital Budget. He further points out that the Ministry of the Environment is proposing to construct an 1800 mm (72") diameter Hanlan Feedermain from Burnhamthorpe Road northerly along the creek to Eglinton Avenue. This project is scheduled to commence in July of this year and be completed by July, 1980.

Cadillac-Fairview have indicated they wish to commence construction of Municipal services in August of this year and would like to proceed with the construction of the Creek improvements themselves rather than have the City build it. Cadillac-Fairview have agreed to co-ordinate construction so that the watercourse and watermain construction timing does not conflict; in fact, Cadillac-Fairview and the Ministry of the Environment have an easement agreement which addresses the scheduling.

The cost of the Creek improvements has been estimated at approximately $450,000.00. The City has budgeted $250,000.00. Cadillac-Fairview indicate that they wish to proceed with the construction at their cost provided the City will participate with the financial commitment. Mr. Taylor, in his report, recommends:

"That Cadillac-Fairview, T-24580, be permitted to construct the Little Etobicoke Creek watercourse improvements from Burnhamthorpe Road to the northerly limit of the North North Dixie Community subject to the following conditions:

(a) Cadillac-Fairview accepts full responsibility for co-ordinating construction with the Ministry of the Environment.

(b) Cadillac-Fairview enters into the appropriate agreements with the City and initially finances the entire project.

(c) Upon approval of the watercourse works to the satisfaction of the City Engineering Department and inspection of the tender documents by the City, the City will pay to Cadillac-Fairview the budgeted amount of $250,000.00.

ITEM 3 CONTINUED .....

(d) Cadillac-Fairview and all the other Developers located between Cawthra Road and Dixie Road shall pay the normal development levy in accordance with the City's Financial Agreement.

File: T-24580

RECOMMEND ADOPTION

4. Report dated July 11, 1979 from the Commissioner of Engineering and Works concerning the construction of Rathburn Road by Cadillac-Fairview, Ventro Construction and George Wimpey. Mr. Taylor advises that the Developers are proposing to construct Rathburn Road from Cawthra Road through to Dixie Road under the normal Engineering Agreements. The cost of the road works is estimated to be $638,975.00. The Engineering Agreements are proceeding towards finalization and Cadillac-Fairview, Ventro Construction and George Wimpey have requested the City to participate in the cost of Rathburn Road. Mr. Taylor further points out that Council recently approved financial participation on behalf of the City for the construction of Rathburn Road through the Elite and Elm Developments and also Rockwood Developments in the North/North Dixie Community. He further points out that Rathburn Road is not eligible for subsidy and therefore the Developers are constructing Rathburn Road totally at their cost in the Engineering Agreement and the City will contribute to the developers 50% of the cost of the road works. In fact, this system results in the developers constructing Rathburn Road entirely at their cost plus payment of the major road improvement levy and the City will rebate to the developer the cost for which the City would be liable if the road was eligible for subsidy. Mr. Taylor, in his report, recommends:

(a) That upon completion of Rathburn Road to the satisfaction of the Commissioner of Engineering and Works, each Developer will be paid a rebate equal to 50% of the estimated cost of Rathburn Road as follows:

(i) Cadillac-Fairview (T-24658) 256,200 x 50% = $128,100.00

(ii) Ventro Construction (T-24461) 131,150 x 50% = $ 65,575.00

(iii) George Wimpey (T-24580) 251,625 x 50% = $125,812.50

ITEM 4 CONTINUED ....

This money shall be paid to the Developers sometime after January 1, 1980, and after Council has approved the funds for the rebate in the appropriate annual budget.

(b) That funds in the amount of $638,975.00 be allocated in the 1980/1981 Capital Budget by the Commissioner of Finance.

Files: T- 24658; T-24580; T-24461

RECOMMEND ADOPTION

5. Report dated July 5, 1979 from the Commissioner of Engineering and Works, with respect to the transference of lands within the Talka Subdivision, Plan M-209. Mr. Taylor points out in his report that under the terms of Schedule "B" of the Engineering Agreement, the Developer was to dedicate to the City a sixty-six foot wide section of land immediately west of the then proposed alignment for Old Poplar Row. Schedule "B" also stipulates that when Old Poplar Row is constructed, the sixty-six foot wide section of land dedicated would be returned to the Developer. Mr. Taylor, in his report, is confirming that the section of Old Poplar Row has been constructed up to and including base course asphalt and curbs. Accordingly, he has no objections to the passage of a By-law transferring the lands known as Parts A-1 and E-1, 43R-5507 to Phi International. Mr. Taylor, in his report, recommends:

"That the lands known as Parts A-1 and E-1, 43R-5507 be transferred back to Phi Inernational in accordance with Schedule "B" of the Engineering Agreement for Plan M-209, Talka Subdivision, and that the necessary by-law be enacted authorizing the execution of these transfer documents."

File: M-209

RECOMMEND ADOPTION

6. Report dated July 5, 1979 from the Commissioner of Engineering and Works concerning a Bike-a-thon on Sunday, October 14, 1979, as requested by the Mississauga Association For The Mentally Retarded. Mr. Taylor advises that the Bike-a-thon has been requested to be held on Sunday, October 14, 1979 between the hours of 8:00 a.m. to 4:00 a.m. He further advises that he has no objection to the closing of Temp Road as requested. Further, he points out that Temp Road is a private road and that he has secured the agreement of Eric Hanson Associates for this closure. Mr. Taylor, in his report, recommends:

(a) That approval be granted to the Mississauga Association For The Mentally Retarded to hold their annual Bike-a-thon on Sunday October 14, 1979 between the hours of 8:00 a.m. and 4:00 p.m. on the route as shown on the attached sketch.

(b) That officials of this event be required to obtain a road cut permit at least one full week in advance of the date of the Bike-a-thon.

File: 29-79

RECOMMEND ADOPTION

7. Report dated July 11, 1979 from the Commissioner of Engineering and Works with respect to the pre-servicing of subdivisions. Mr. Taylor advises that at the present time, the Developers have been notifying Council of their intention to pre-service. This notification has been received by Council and referred to the Commissioner of Engineering and Works. However, Mr. Taylor advises that unfortunately, this referral by Council has been taken, in some cases, by the Developers as Council's approval to pre-service. Consequently, Mr. Taylor is suggesting that the pre-servicing policy be amended so that all applications for pre-servicing are to be received by the Commissioner of Engineering and Works and that the Commissioner of Engineering and Works will make application to Council for permission to pre-service a subdivision at the appropriate time. Mr. Taylor recommends that all applications to Council for pre-servicing of subdivisions be made by the Commissioner of Engineering and Works as set out in a policy attached to his report entitled "Pre-Servicing of Subdivisions", dated July 11, 1979.

File: 26-79

RECOMMEND ADOPTION

8. Report dated July 18, 1979 from the Commissioner of Engineering and Works concerning the maintenance of sidewalks on Cliff Road. Mr. Taylor, in his report, outlines the maintenance procedure as it relates to sidewalk sweeping, grass cutting and litter pick-up. He concludes that the Works Department has carried out the maintenance of sidewalks as provided for in the 1979 Budget. Also, the level of service has been reduced from previous years owing to fiscal restraints. Mr. Taylor, in his report, recommends:

> "That the report dated July 18, 1979 from William P. Taylor, Commissioner of Engineering and Works, regarding the maintenance of sidewalks on Cliff Road, be received."

Files: 18-79; 24-79; 49-79

RECOMMEND RECEIPT

9. Report dated July 13, 1979 from the Commissioner of Engineering and Works with respect to a 3-way stop sign at Candela Drive and Santee Gate. Mr. Taylor advises that his Department has been requested on at least two occasions to look into the possibility of implementing an all-way stop on Candela Drive. He further points out that the studies in his area do not indicate that speeding is a serious problem and that the majority of traffic is strictly local. Mr. Taylor, in his report, recommends:

> "That an all-way stop not be implemented at the intersection of Candela Drive and Santee Gate."

Files: 86-79; 49-79

RECOMMEND ADOPTION

10. Report dated July 11, 1979 from the Commissioner of Engineering and Works with respect to fencing revisions in Erin Mills South, Neighbourhood 108, Plan M-122. Under the terms of the Engineering Agreement by Plan M-122, the Developer is required to install a a four foot chain link fence and screen planting along the easterly limits of Blocks 'ZZ' and 'AAA' from Folkway Drive to approximately the north limit of Lot 581.

The Developer's agent, Proctor and Redfern Group, have requested the City's approval to delete the aforementioned fence and to substitute a solid wood privacy fence along the rear lot line of Lots 581 to 585 inclusive, indicating that the fencing provision for Block 'ZZ' can be dealt with during Site Plan review. Mr. Taylor advises that the Engineering Department and the Recreation and Parks Department have no objection to this revision provided the solid wood fence is six feet in height and if the details of this fence are approved by the both Departments prior to construction. In his report, Mr. Taylor recommends:

(a) That the requirement in the Engineering Agreement covering Plan M-122 providing for the installation of a four foot chain link fence along the easterly limits of Block 'AAA' and 'ZZ', be deleted.

(b) That a substitutional requirement be added to the Engineering Agreement for Plan M-122 requiring the installation by the Developer of the screen planting and a six foot wood fence, with details to be approved by the Recreation and Parks Department and the Engineering Department, along the rear lot lines of Lots 581 to 585, inclusive.

File: M-122
RECOMMEND ADOPTION

11. Report dated July 12, 1979 from the Commissioner of Engineering and Works with respect to the termination of a lease for Works Yard #1 - Mavis Road. Mr. Taylor advises that the current lease of the Mavis Road Works Yard expires in the Fall of this year and the Property Agent has been requested to acquire a more centrally located site for the area served by Works Yard #1.

A suitable site has been located in the Lakeview Complex, owned by the Federal Government at the southeast corner of Cawthra Road and Atwater Avenue. The Federal Government have agreed to lease the property to the City under certain conditions. In his report, Mr. Taylor recommends:

"That the City Property Agent be authorized to negotiate a lease with the Federal Government, for the property located at the southeast corner of Cawthra Road and Atwater Avenue, under the following conditions:

(i) The rental rate will be $.15 per square foot, therefore, based on the area of 63,000 square feet, the rent will be $9,450.00 per annum payable in equal monthly installments of $787.50.

(ii) In addition to the base rent, the City of Mississauga will be responsible for the payment of all taxes, rates, duties and assessments chargeable against the leased premises.

(iii) The termination date of the agreement will be March 31, 1981.

(iv) Any complaints received from neighbours regarding noise or traffic will be directed to the City of Mississauga for resolution."

File: 7-79

RECOMMEND ADOPTION

12. Report dated July 17, 1979 from the Commissioner of Engineering and Works concerning commercial vehicle loading zones - Stanfield Road. The Engineering Department has had a recent inquiry from Rubbermaid (Canada) Limited concerning the necessity for loading from a truck parked on the road. Because of the location of the fuel storage tanks, it is necessary for their fuel delivery trucks to load for a period of one hour approximately every three weeks on the east curb lane of Stanfield Road north of the CPR. This situation has been reviewed by the Engineering and Works Department and there would appear to be no alternative to loading from the street. Since the time required for loading is in excess of that normally permitted in a "No Parking" zone, the Commissioner of Engineering and Works is recommending the establishment of a Commercial Vehicle Loading Zone in this location. In his report, Mr. Taylor recommends:

    (a) That a "Commercial Vehicle Loading Zone" be established on the east side of Stanfield Road between a point 25 meters north of the CPR and a point 25 meters northerly thereof.

    (b) That the draft by-law to amend Traffic By-law No.444-79, as amended, be approved.

    File: 86-79

    RECOMMEND ADOPTION

13. Report dated July 19, 1979 from the Commissioner of Engineering and Works concerning the over-expenditure of the fence repairs account. Mr. Taylor, in his report, advises that the 1979 Budget for fence repairs is $21,000.00. However, as of June 30, 1979, there has been an expenditure in the amount of $25,000.00 and there is a further $9,000.00 for works still to be carried out. Mr. Taylor further advises that included in the work still to be done is $2,500.00 for a fence on the Douglas Drive extension. Also attached to the agenda is a letter dated June 29, 1979 from Mr. C. A. Dykeman, in which he registers his objection to the construction of the fence on Douglas Drive. It should be noted, however, that Council, at its meeting on June 25, 1979, adopted a recommendation of the Public Works Committee of its meeting on May 25, 1979 which directed the Engineering Department to complete the construction of the walkway on the unopened road allowance of Douglas Drive, 10 feet in width with a 42 inch chain link fence bordering both sides of the walkway and that this work is to be commenced as soon as possible and that this walkway be constructed along the north end of Douglas Drive. Also attached is a letter dated July 12, 1979 addressed to Mayor H. McCallion from the Credit Reserve Association, requesting a deferment of action to the erection of the fence and more time for discussion between

ITEM 13 CONTINUED ....

the neighbours who are in contention of this issue. In his report, Mr. Taylor recommends:-

"That no further work be carried out on fence repairs in 1979, and those repairs still to be completed in this year be deferred to the 1980 Current Budget."

(See also item 29)

Files: 143-79; 49-79; 139-79; 102-79

RECOMMEND ADOPTION

14. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to Tricont Properties Limited cash contribution for future construction of the North Service Road. Mr. Taylor advises that as a condition of the rezoning, the Developer is required to make a cash contribution to the City for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs. Tricont Properties Limited have requested that as there is only frontage on one side of North Sheridan Way, the City should only receive contributions for half the cost of any future work. Mr. Taylor recommends:

(a) That the requirement of a cash contribution by Tricont Properties Limited, to the City, for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs,be deleted from the rezoning report for the subject development.

(b) That North Sheridan Way be reinstated to a two lane paved ditch section in accordance with current City standards at the expense of Tricont Properties Limited.

(c) That Tricont Properties Limited post the additional securities under the existing Engineering Agreement as a guarantee for this reinstatement.

File: OZ-6-77

RECOMMEND ADOPTION

15. Report dated July 19, 1979 from the Commissioner of Fngineering and Works with respect to new culvert installations. Mr. Taylor advises that the policy of the City is to charge $5.00 per foot for pipe and $100.00 for headwalls for new culvert installations for residential, industrial and commercial developments. However, the actual cost to the City for installing 20 feet of pipe, including headwalls, is $490.00. This means that the minimum size culvert installation is being subsidized by the City at the present rate of $290.00 per installation. Mr. Taylor is suggesting

ITEM 15 CONTINUED .....

that the cost for the residential culvert be $25.00 per foot, including headwalls, and that industrial and commercial properties be charged the total cost of such installation, and that they pay a deposit based on the City's estimate prior to a new culvert being installed.

In his report, Mr. Taylor recommends:

"That the following policy for driveway culverts be instituted immediately:-

(i) The cost of a residential culvert be $25.00 per foot including headwalls.

(ii) Industrial and commercial owners be required to pay the actual cost of installing a culvert and headwalls, and further, that they be required to pay the City a deposit based on the estimated cost of installing a culvert and headwalls prior to the installation thereof.

(iii) Driveway culverts be installed only by the City and/or the City's contractors.

File: 139-79

RECOMMEND ADOPTION

16. Report dated July 17, 1979 from the Commissioner of Engineering and Works concerning Paisley Boulevard in the vicinity of Floradale Public School. Mr. Taylor advises that the City purchased this road allowance in 1975-76 as a result of an Ontario Municipal Board hearing in order that Paisley Boulevard could be constructed thereon to connect the existing east and west Paisley Boulevard. He further points out that as of this date, Dunbar Meadows and Cedar Heights Developments, land holdings on the north side, have not proceeded and, therefore, no road physically exists. Mr. Taylor suggests that there are only two ways to have this road completed. The first would be to wait for the developers to proceed with their development, and the second would be to construct same with City funds with no Highway subsidy as this is not considered a major thoroughfare for the City. In his report, Mr. Taylor recommends:

"That Paisley Boulevard not be constructed until such time as development occurs on the north side."

Files: 3-79; 6-79

RECOMMEND ADOPTION

17. Report dated July 23, 1979 from the Commissioner of Engineering and Works with respect to the deletion of the noise abatement berm along the north property line of Lots 410, 411 and 412, Plan M-120. Pursuant to the terms of the Engineering Agreement for Plan M-120, the Developer is required to provide a 10-foot high noise abatement berm. This berm is in conjunction with the proposed Ministry of Transportation and Communication berm, required as a result of the proposed Highway 403.

The Developer is requesting a portion of his berm over Lots 410 to 412 be deleted so that an existing well established woodlot may be preserved. The reason the Developer has requested that this berm be deleted is that the three residents who live at that location have requested that the berm be deleted in order to save the trees. In his report, Mr. Taylor recommends:-

(a) That the required noise abatement berm works on Lots 410, 411 and 412, Plan M-120, which are outlined in the Engineering Agreement dated October 7, 1975, be deleted.

(b) That an agreement be entered into between Cadillac-Fairview, the City, and the Owners of Lots 410, 411 and 412, Plan M-120, agreeing that the berm will not be constructed.

(c) That the Agreement be registered on title of Lots 410, 411 and 412, Plan M-120.

File: M-120

RECOMMEND ADOPTION

18. Report dated July 6, 1979 from the Commissioner of Engineering and Works with regard to hap-hazard parking on Stanfield Road. The Engineering Department has been advised by Mr. McMurtrie of the parking conditions on Stanfield Road in that he feels it is uncontrolled and potentially hazardous especially for vehicles entering and exiting properties in the vicinity of the Stanfield Restaurant and its associated offices. Mr. Taylor advises that he has reviewed Mr. McMurtrie's allegations and supports his concerns. Presently there are no on-street parking restrictions on either side of Stanfield Road between the CPR crossing and the Queensway and it is the Engineering Department's recommendation that to alleviate any further potential hazard, parking be prohibited at all times on the east side.

ITEM 18 CONTINUED .....

Mr. Taylor, in his report, recommends:

"That signs be erected on the east side of Stanfield Road from the CPR crossing to the Queensway to prohibit parking at all times."

File: 86-79

RECOMMEND ADOPTION

19. Report dated July 23, 1979 from the Commissioner of Fngineering and Works with respect to the installation of all-way stop signs at the intersection of Cliff Road and Tedwyn Drive, and Cliff Road and King Street. Mr. Taylor advises that as a result of a request of Councillor Starr and local homeowners, the Engineering Department has reviewed traffic volumes at the intersections of Cliff Road and Tedwyn Drive and Cliff Road and King Street. He points out that traffic volumes satisfy the warrants for all-way stops and he, therefore, recommends their installation. In his report, Mr. Taylor recommends:-

(a) That all-way stops be installed at the intersections of Cliff Road and Tedwyn Drive, and Cliff Road and King Street.

(b) That the draft by-law to amend By-law 444-79, as amended, be approved.

(c) That a review of all traffic control measures in the Z-14 area be undertaken and a report submitted to the Public Works Committee by October 31, 1979.

File: 86-79

RECOMMEND ADOPTION

20. Report dated July 19, 1979 from the Commissioner of Engineering and Works with regard to a request for an all-way stop at Rathburn Road and Wilcox Road. Mr. Taylor advises that Wilcox Road is a local residential street and consequently carries low volumes of traffic. Rathburn Road is a major collector road and will eventually run from Etobicoke Creek to Creditview Road and will act as a major east/west traffic artery located in a corridor between Burnhamthorpe Road and Highway 403.

ITEM 20 CONTINUED .....

Therefore, from a traffic standpoint, a 'Stop' sign on such a road could not be recommended. Mr. Taylor, in his report, recommends:-

(a) That an all-way 'Stop' sign not be placed at Rathburn Road and Wilcox Road and that Wilcox Road remain the 'stop' street.

(b) That as soon as the report on the adjacent development on Wilcox Road is dealt with by Council, the residents be notified as to the arrangements for the upgrading of Wilcox Road from Burnhamthorpe Road to Highway 403.

Files: 49-79; 139-79

RECOMMEND ADOPTION

21. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to requested repairs on Northmount Avenue. In his report, Mr. Taylor advises that residents on Northmount Avenue, in a petition dated May 10, 1979, requested speed limit signs and the installation of all-way stop signs on Northmount Avenue as well as a request for street lighting upgrading, together with a complaint with respect to the drainage from 1402 Northmount Avenue, which is under the jurisdiction of the Recreation and Parks Department. Mr. Taylor advises that he cannot support the installation of a speed limit sign on Northmount Avenue as the present policy of the City is that the speed limit is 50 km/h unless otherwise posted, nor can he support the installation of an all-way stop sign as the traffic volume is extremely low and the majority of the traffic is purely local in nature.

With respect to the street lighting upgrading, Mr. Taylor advises that the present street lighting on Northmount Avenue is between 25 and 30 years old and does provide for approximate levels of illumination of less than 50% of the now City standards. Mr. Taylor is suggesting that the cost of upgrading the street lighting would involve placing new street lights on direct buried concrete poles with underground wiring along the east side of the street. The estimated cost for these works is $50,000.00, which should be included in the 1981 Capital Budget.

Concerning the drainage at 1402 Northmount Avenue, Mr. Taylor is advising that the Works Department and the Parks Department will attempt to resolve this problem.

ITEM 21 CONTINUED ....

In his report, Mr. Taylor recommends:-

(a) That 50 km/h speed limit signs not be erected on Northmount Avenue.

(b) That all-way 'Stop' signs not be erected.

(c) That Northmount Avenue street lighting upgrading be included in the priority list for the 1981 Capital Budget which will be considered by the 1981 Council.

(d) That the Works Department work in conjunction with the Parks Department to attempt to resolve the drainage problem as soon as possible.

Files: 49-79; 139-79

RECOMMEND ADOPTION

22. Report dated July 3, 1979 from the Commissioner of Engineering and Works with respect to a proposed all-way stop on Glen Erin Drive and Folkway Drive. Glen Erin Drive does not extend north of Folkway Drive and it is anticipated that it will not be extended across the proposed Highway 403 for a number of years.

Due to the physical nature of the Glen Erin Drive/Folkway Drive intersection, it is desirable to implement an all-way stop to better control traffic movements. In his report, Mr. Taylor recommends:-

(a) That an all-way stop be implemented at the intersection of Glen Erin Drive and Folkway Drive.

(b) That the draft by-law to amend By-law 444-79, as amended, be approved.

File: 86-79

RECOMMEND ADOPTION

23. Report dated July 10, 1979 from the Commissioner of Engineering and Works with respect to a request from Councillor McKechnie for a four-way stop at the intersection of Scarboro Street and York Street. Mr. Taylor points out that although the traffic volume warrants for a stop sign are not satisfied, there is a fair amount of traffic using the intersection, which is on a route connecting sections of Malton north/east and south/west of the CNR tracks. He further points out that the odd geometric design of the intersection results in a wide expanse of pavement, and therefore, a four-way stop may be of some minor advantage at this location. In his report, Mr. Taylor recommends:-

    (a) That the report dated June 29, 1979 from the Commissioner of Engineering and Works, recommending an all-way stop at the intersection of Scarboro Street and York Street, be adopted.

    (b) That warning signs be installed on Scarboro Street advising motorists not to stop on the railway tracks.

    File: 28-79; 86-79

    RECOMMEND ADOPTION

24. Report dated July 25, 1979 from the Commissioner of Engineering and Works regarding snow removal from City sidewalks. Mr. Taylor advises that Council, on February 26, 1979, passed a resolution which instructed the Engineering Department to prepare a by-law with respect to snow removal from sidewalks by residents. He also advises that during Council's 1979 budget discussions, they deleted the monies involved for sidewalk snow removal for the month of December. Discussions, at that time, revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets; however, they would continue to plow sidewalks on reversed frontage streets and special isolated conditions. A list of streets and a map indicating locations, which the Commissioner of Engineering and Works is recommending be continued to be plowed, will be available at the meeting for the Committee's consideration, together with the by-law relating to snow removal from sidewalks by residents. Mr. Taylor further points out that the estimated cost for plowing and sanding of sidewalks for 1980 would be approximately $200,000.00.

ITEM 24 CONTINUED .....

The estimated cost if the City only plowed the reversed frontages as outlined in Schedule 'A' of the by-law would be approximately $90,000.00, resulting in a saving of approximately $110,000.00 The total expenditure to date for this activity is $160,000.00. Mr. Taylor further indicates that it is essential that this matter be decided prior to August 15, 1979 as tenders for snow removal equipment are called during the last two weeks in August of each year. In his report, Mr. Taylor recommends:-

(a) That the Public Works Committee decide whether to pass the by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

(b) Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

File: 24-79

RECOMMEND ADOPTION

25. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to traffic conditions on Dundas Street in the Erindale Village area. Mr. Taylor notes that Council, at its meeting on April 9, 1979, adopted a recommendation of the Traffic Safety Council regarding traffic conditions in the Erindale Village area. One of the recommendations was that concrete curbs be installed across the front of the food store and the bank on the north side of Dundas Street immediately opposite Robinson Street, but the Traffic Safety Council did not support this recommendation and requested that a further study be done by the Engineering Department to determine the best means available to prohibit the backing of vehicles onto Dundas Street from the parking areas in front of the foot store and the bank. The position of the Engineering Department is that traffic signals are not warranted at the Dundas Street/Robinson Street intersection and the Engineering Department cannot recommend any alternative to the concrete curbs to prevent the backing of vehicles onto Dundas Street. Mr. Taylor is suggesting the installation of a centre island on Dundas Street at Robinson Street complete with KEEP RIGHT signs and flashers. This would provide a median refuge area for pedestrians thereby dividing the crossing movement into two separate movements, each across a two lane, one-way roadway. The island will also

ITEM 25 CONTINUED .....

prevent left turns from eastbound Dundas Street directly into the bank driveway. In his report, Mr. Taylor recommends:-

(a) That in the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, a centre island be constructed on Dundas Street complete with "KEEP RIGHT" signs and flashers.

(b) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.

(c) That the necessary signs be erected to advise motorists that eastbound left-turns at the bank driveway are prohibited.

File: 137-79; 86-79

RECOMMEND ADOPTION

26. Report dated July 24, 1979 from the Commissioner of Engineering and Works concerning Ninth St. reconstruction, approximately 300 feet west of Northmount Avenue to 300 feet east of Alexandra Avenue.

Council, at its meeting on June 11, 1979, received a petition from the area residents requesting an update and the reconstruction of Ninth Street.

Mr. Taylor advises that the existing roadway is surface-treated with side ditches to conduct storm water to the outlet points. He further advises that the Road Needs Study,recognizes the structural deficiency of the road system and recommends reconstruction within the 1-5 year time frame. A preliminary cost of $240,000.00 has been established and that the amount required to reconstruct Ninth Street to an urban standard section with concrete curb and gutters, storm sewers and asphalt running surface. It is anticipated that a Ministry of Transportation and Communications subsidy in the amount of $110,000.00 could be normally obtained leaving $131,000.00 to be assessed directly to the City. In his report, Mr. Taylor recommends:-

"That Ninth Street from approximately 300 feet west of Northmount Avenue to 300 feet east of Alexandra Avenue not be considered for reconstruction in the 5 year Capital Budget forecast through to 1983 and that the reason for

ITEM 26 CONTINUED ....

deferment of the work is attributed to higher priority projects and lack of budget allocations."

Files: 139-79; 49-79

RECOMMEND ADOPTION

27. Report dated July 4, 1979 from the Commissioner of Engineering and Works with respect to a grade separation (Clarkson Road -C.N. and Lorne Park - C.N.). The Engineering Department was authorized on November 4, 1974 to take appropriate measures to obtain a functional report on the aforementioned grade separation. The report was to contain construction options and to recommend a scheme to enable Council to make a decision regarding the inclusion of the Clarkson Road and Lorne Park Road grade separation in 1975-76 Capital Budget.

The City staff and Consultant combined to complete the two studies. They held public meetings and presented proposals to Council for their recommendations. On March 8, 1976, Council adopted the proposals in principle, as prepared for the two locations.

On October 25, 1976, Council adopted a resolution, #1419, which reaffirmed their earlier discussions as follows:

(i) That the Council of the City of Mississauga reconfirm its adoption in principle of the recommended scheme proposed by Proctor and Redfern for the Lorne Park Grade Separation at the C.N.R. and the recommended scheme proposed by Maksymec and Associates for the Clarkson Road Grade Separation.

(ii) That the land required for each of these recommended schemes be protected from any future development in order that construction could take place in the future when increased traffic and train volumes make such imperative.

(iii) That the City of Mississauga continue to discuss with the Canadian Transport Commission and the Railway, the possibility for the funding of pedestrian grade separations as an alternative to full scale grade separations, since the major problem at many of these locations is the pedestrian conflict.

ITEM 27 CONTINUED .....

The City Property Agent, according to Council's earlier direction, has secured land through purchase or conveyance for a full separation at both locations. However, at the present time, there is a property acquisition pending for the Lorne Park Grade Separation and it is suggested that no further land should be acquired due to the fact that the Clarkson Road Grade Separation was deleted from the 5-year Capital Budget, and the Lorne Park Grade Separation is not included in the 5-year Capital Budget. In addition, there are limited funds for property acquisition for projects which will proceed within the 5-year period. In his report, Mr. Taylor recommends:-

(a) That no further property negotiations or acquisitions take place for lands required for a full railroad Grade Separation at Clarkson Road and Lorne Park Road until such time as these projects appear in the 5-year Capital Budget.

(b) That Council Resolution #1419, adopted October 25, 1976, be rescinded.

File: 103-79

RECOMMEND ADOPTION

28. Report dated July 26, 1979 from the Commissioner of Engineering and Works concerning gas and petroleum pipelines within City limits. Mr. Taylor outlines in detail the safety precautions presently being carried out during the acquisition of all City of Mississauga capital programmes in the vicinity of existing oil and/or gas pipelines.

File: 151-79

RECOMMEND ADOPTION

29. Report dated July 19, 1979 from the Commissioner of Engineering and Works with respect to 1979 Maintenance Expenditures. Mr. Taylor advises that as a result of a recent analysis and without any adjustments, he is projecting a $712,000.00 gross over-expenditure and a $443,000.00 net over-expenditure in the maintenance accounts as of December 31, 1979.

ITEM 29 CONTINUED .....

In order to reduce this over-expenditure, Mr. Taylor is recommending that he immediately re-allocate certain gross amounts to emergency storm sewer repairs which, at the present time, has a gross over-expenditure of $140,000.00 and is projected to reach $195,000.00 minimum by the end of the year.

In addition, he is recommending that the balance of the over-expenditure, along with an additional $55,000.00, with the work still to be carried out on emergency storm sewer repairs, be made available from the 1978 Capital Account - City Participation in Storm Sewer Oversizing.

Mr. Taylor points out that if his recommendation is endorsed by Council, he would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit. Mr. Taylor further advises that there is a large deficit in the Yard Bin Account wherein he is projecting an over-expenditure of $195,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Programme.

Mr. Taylor further points out that he is requesting the Region of Peel to review this matter and hope that they would absorb the $140,000.00 increased charges for 1979. If the Region should agree to absorb the $140,000.00, this would reduce our over-expenditure to approximately $20,000.00. In his report, Mr. Taylor recommends:-

(a) That $95,000.00, as indicated in the report of the Commissioner of Engineering and Works dated July 19, 1979, be re-allocated from various maintenance activities to Emergency Storm Sewer Repairs.

(b) That $100,000.00 from the 1978 Capital Budget - City Participation in Storm Sewer Oversizing - be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

(c) That any additional Storm Sewer Emergency Repairs be made as required by the Commissioner of Engineering and Works, and that a report be made as soon as possible to the Public Works Committee requesting additional funds.

(d) That the Region of Peel be requested to eliminate the dump charges for the City of Mississauga Yard Bin Programme.

File: 139-79

RECOMMEND ADOPTION

30. Summary of Unfinished Business relating to the Public Works Committee as of July 26, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

FILE REFERENCE: 11 141 00039
T-79009 16 111 79059
T-77049 16 111 78089
16 111 77086
11 121 75083

RECEIVED
REGISTRY No. 7311.
DATE JUL 6 1979
FILE No. 26-79
CLERK'S DEPARTMENT

Chairman and Members of the Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

July 3, 1979

SUBJECT: Development adjacent to Wilcox Road.

ORIGIN: Engineering and Works Department.

COMMENTS: The following recommendations were deferred at the June 20th and June 27th meetings of General Committee:

"(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of proposed plans of subdivision T-79009 and T-77049.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road."

We would advise Committee that subsequent to the Public Works Committee Meeting of May 25, 1979, when the above noted recommendations were approved by Public Works Committee, this matter was deferred at the request of Mr. D. Williams of Planning Management for further consideration.

As a result of this, and as a result of further development proposals on the Whitehall lands at Wilcox and Burnhamthorpe, and Sylco and U.F.B. lands at the Meadows and Wilcox, we again suggest that no further development take place in this area until Wilcox Road has been constructed from Burnhamthorpe to the 403. In addition, we are suggesting that the construction of the Meadows Boulevard from the west limit of Dunbourne Holdings lands to Cawthra Road be carried out at the expense of Dunbourne Holdings, from the west limit of Dunbourne Holdings lands to Wilcox Road, and from Wilcox Road to Cawthra Road at the expense of Sylco and U.F.B.

continued....

1.a

Chairman and Members of the Public Works Committee - continued

RECOMMENDATIONS: 1 - That the following plans of subdivision not be serviced or registered until Wilcox Road is shown in the current year Capital Budget from 403 to Burnhamthorpe Road : -

Dunbourne Holdings, Heldar Holdings, Whitehall Development, Sylco and U.F.B.

2 - That it be recommended that Wilcox Road be included in the 1980 Capital Budget between 403 and Burnhamthorpe with the cost to be paid as follows:-

(a) From 403 to the Meadows - the cost to be shared by Heldar Holdings, Dunbourne Holdings, Sylco and U.F.B.

(b) From the Meadows to Rathburn Road - the cost to be paid by the City.

(c) From Rathburn Road to Burnhamthorpe Road - the cost to be paid by Whitehall Developments.

3 - That the Meadows Boulevard, from the west limit of Dunbourne Holdings lands to Cawthra Road be re-constructed to current standards at the expense of the developers - Dunbourne Holdings, Sylco and U.F.B. and Heldar Holdings.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

City of Mississauga Files: 16 111 73141
11 141 00039

MEMORANDUM

3.

RECEIVED
REGISTRY No. 9215
DATE JUL 18 1979
FILE No. T-[illegible]
CLERK'S DEPARTMENT

Mayor and Members
General Committee

From William P. Taylor
Dept. Engineering and Works

July 10, 1979

SUBJECT: North North Dixie Community
Little Etobicoke Creek Construction
by Cadillac Fairview

ORIGIN: Request by Marshall Macklin & Monaghan Limited, consulting engineer for Cadillac Fairview.

COMMENTS: The City has budgeted $250,000.00 for the reconstruction of the Little Etobicoke Creek from Burnhamthorpe Road to the Highway 403 extension on the approved 1979 Capital Budget.

The Ministry of the Environment is proposing to construct an 1800 mm (72") diameter Hanlan Feedermain from Burnhamthorpe Road northerly along the creek to Eglinton Avenue. This project is scheduled to start in July of this year and be completed by July 1980. The City would, therefore, tender the contract for the watercourse improvements after July 1980.

Cadillac Fairview indicates that they wish to commence construction of Municipal services in August of this year and would like to proceed with the construction of the Creek improvements themselves rather than have the City build it. The developer has agreed to coordinate construction such that the watercourse and watermain construction timing does not conflict, in fact, Cadillac and the MOE have an easement agreement which addresses scheduling.

The cost of the creek improvements has been estimated to be approximately $450,000.00 whereas, the City has budgeted $250,000.00. Cadillac indicates that they wish to proceed with the construction at their cost provided that the City will participate with a financial committment.

RECOMMENDATION: This Department recommends that Cadillac Fairview be permitted to construct the Little Etobicoke Creek watercourse improvements from Burnhamthorpe Road to the northerly limit of the North North Dixie Community subject to the following conditions:

1. Cadillac Fairview accepts full responsibility for coordinating construction with the Ministry of the Environment.

2....

3.a

RECOMMENDATION:

2. Cadillac Fairview enters into the appropriate agreements with the City and initially finances the entire project.

3. Upon approval of the watercourse works to the satisfaction of the City Engineering Department and inspection of the tender documents by the City, the City will pay to Cadillac Fairview the budgeted amount of $250,000.00.

4. Cadillac Fairview and all the other developers located between Cawthra Road and Dixie Road shall pay the normal development levy in accordance with the City's Financial Agreement.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

Donald A R Ogilvie

D. A. R. Ogilvie
Commissioner
Finance

WPSV:kw
cc: City Manager
All Commissioners

4.

City of Mississauga

MEMORANDUM

Files: 16 111 73141
16 111 73139
16 111 73143
11 141 00039

Mayor and Members of General Committee

From Mr. William P. Taylor, Commissioner

Dept Engineering and Works

RECEIVED
REGISTRY No. 8214
DATE JUL 18 1979
FILE No.
CLERK'S DEPARTMENT

July 11, 1979

SUBJECT: North North Dixie Community construction of Rathburn Road by Cadillac Fairview, Ventro Construction and George Wimpey.

ORIGIN: Request by Marshall Macklin & Monaghan Limited, Consulting Engineers for the three developers.

COMMENTS: The developers are proposing to construct Rathburn Road from Cawthra Road through to Dixie Road under the normal Engineering Agreements required for residential subdivisions. The cost of the road works is estimated to be $638,975.00.

As these Engineering Agreements and plans are proceeding towards finalization, the developers have applied for City participation in the cost of Rathburn Road. As you are aware, Council recently approved financial participation on behalf of the City for the construction of Rathburn Road through the Elite and Elm Developments and also Rockwood Developments in the North/North Dixie Community. Normally, the City would construct Rathburn Road and the cost of the road works would be eligible for 50% subsidy.

Council is also aware that Rathburn Road is not eligible for subsidy and therefore the developers are constructing Rathburn Road totally at their cost in the Engineering Agreement and the City will contribute to the developers 50% of the cost of the road works. In effect, this system results in the developer constructing Rathburn Road entirely at his cost plus payment of the major road improvement levy and the City will rebate to the developer the cost for which the City would be liable if the road was eligible for subsidy.

...2

4.a

Subject: North North Dixie Community ---

RECOMMENDATIONS: 1. Upon completion of Rathburn Road to the satisfaction of the Commissioner of Engineering and Works, each developer will be paid a rebate equal to 50% of the estimated cost of Rathburn Road as follows:

a)	Cadillac Fairview	256,200 x 50% = $128,100.00
b)	Ventro Construction	131,150 x 50% = $ 65,575.00
c)	George Wimpey	251,625 x 50% = $125,812.50

This money shall be paid to the developers sometime after January 1, 1980, and after Council has approved the funds for the rebate in the appropriate annual budget.

2. Funds in the amount of $638,975.00 to be allocated in the 1980/1981 Capital Budget by the Commissioner of Finance.

AEM:dw

D.A.R. Ogilvie
Commissioner
Finance

William P. Taylor, P. Eng.,
Commissioner
Engineering and Works

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. D.A.R. Ogilvie
Mr. K. Cowan
Mr. R. G. B. Edmunds

FILES: 16 111 75120
11 141 00039

5.

Chairman and Members
Public Works Committee

William P. Taylor, P.Eng.
Engineering and Works

July 5, 1979.

SUBJECT: Transference of lands within the Talka Subdivision, Plan M-209

ORIGIN: Engineering Agreement between Phi International Inc. and the City of Mississauga dated July 27, 1977.

COMMENTS: Under the terms of Schedule 'B' for the Engineering Agreement, the Developer was to dedicate to the City a sixty-six foot wide section of land immediately west of the then proposed alignment for Old Poplar Row.

This same schedule stipulated that when Old Poplar Row is constructed, the sixty-six foot wide section of land dedicated above would be returned to the Developer.

We can now confirm that the section of Old Poplar Row (now known as Silver Birch Trail) has been constructed up to and including base course asphalt and curbs on a legally open public highway.

Accordingly, we have no objection to the passage of a By-law transferring the lands known as Parts A-1 and E-1, 43R-5507 to Phi International.

RECOMMENDATIONS:

1. That the lands known as Parts A-1 and E-1, 43R-5507 be transferred back to Phi International in accordance with Schedule 'B' of the Engineering Agreement for Plan M-209, Talka Subdivision.
2. That a By-law be passed authorizing the execution of the transfer documents required to complete the transference referred to in (1).

[redacted]/cm

William P. Taylor, P.Eng.,
Commissioner.

cc: E. M. Halliday,
All Commissioners.

RECEIVED
REGISTRY No. 7895.
DATE JUL 10 1979
FILE No. Plan M-209
CLERK'S DEPARTMENT

FILE REF: 11 141 00039
13 211 78223

City of Mississauga

MEMORANDUM

6.

Chairman and Members of the
Public Works Committee
City of Mississauga

From: William P. Taylor, P. Eng., Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 7900
DATE JUL 10 1979
FILE No. 29-79.
CLERK'S DEPARTMENT

Request No. 273-79
Clerk's File No. 29-79

July 5, 1979

LADIES & GENTLEMEN:

SUBJECT: Bike-a-thon on Sunday October 14, 1979.

ORIGIN: Mississauga Association For The Mentally Retarded, 3034 Palstan Road, Suite 304, Mississauga, L4Y 2Z6.

COMMENTS: The Mississauga Association For The Mentally Retarded has requested to hold their annual bike-a-thon on Sunday October 14, 1979 between the hours of 8:00 a.m. and 4:00 p.m. The route proposed is outlined on the attached sketch. The Peel Regional Police shall be providing periodic surveillance along the route.

We have no objection to the closing of Temp Road as requested, however, this roadway is private. Eric Hanson Associates presently has jurisdiction over this property and we have secured their agreement to this closure.

RECOMMENDATIONS:

1) That approval be granted to the Mississauga Association For The Mentally Retarded to hold their annual bike-a-thon on Sunday October 14, 1979 between the hours of 8:00 a.m. and 4:00 p.m., on the route as shown on the attached sketch.

2) That officials of this event be required to obtain a road cut permit at least one full week in advance of the date of the bike-a-thon.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

Mississauga Association for the Mentally Retarded
3034 Palstan Road, Suite 304, Mississauga, Ontario L4Y 2Z6
Telephone (416) 275-4705

June 22, 1979.

6.a

City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Sir,

The Mississauga Association for the Mentally Retarded is planning its 6th Annual "Human Race" bike-a-thon. This year's "Human Race" will, like last year, be strictly a bike-a-thon and will take place Sunday, October 14th. We found last year, that involving only cyclists shortened the length of the event, simplified marshalling and minimized traffic problems especially around the checkpoint areas.

M.A.M.R. is making arrangements to have the entire route marshalled by 150 volunteers. The Peel Regional Police have also been contacted and asked to assist. A map of the proposed route with start/finish and checkpoints indicated is enclosed for your information. We request permission to use the roads for the bike-a-thon and to close Temp Road on Sunday, October 14th as we have done the past five years.

We would appreciate it if you would take the necessary steps to gain approval for our plans and advise us at your earliest convenience.

Thank you for your help, please call me at 275-4705 if you need any further information.

Yours truly,

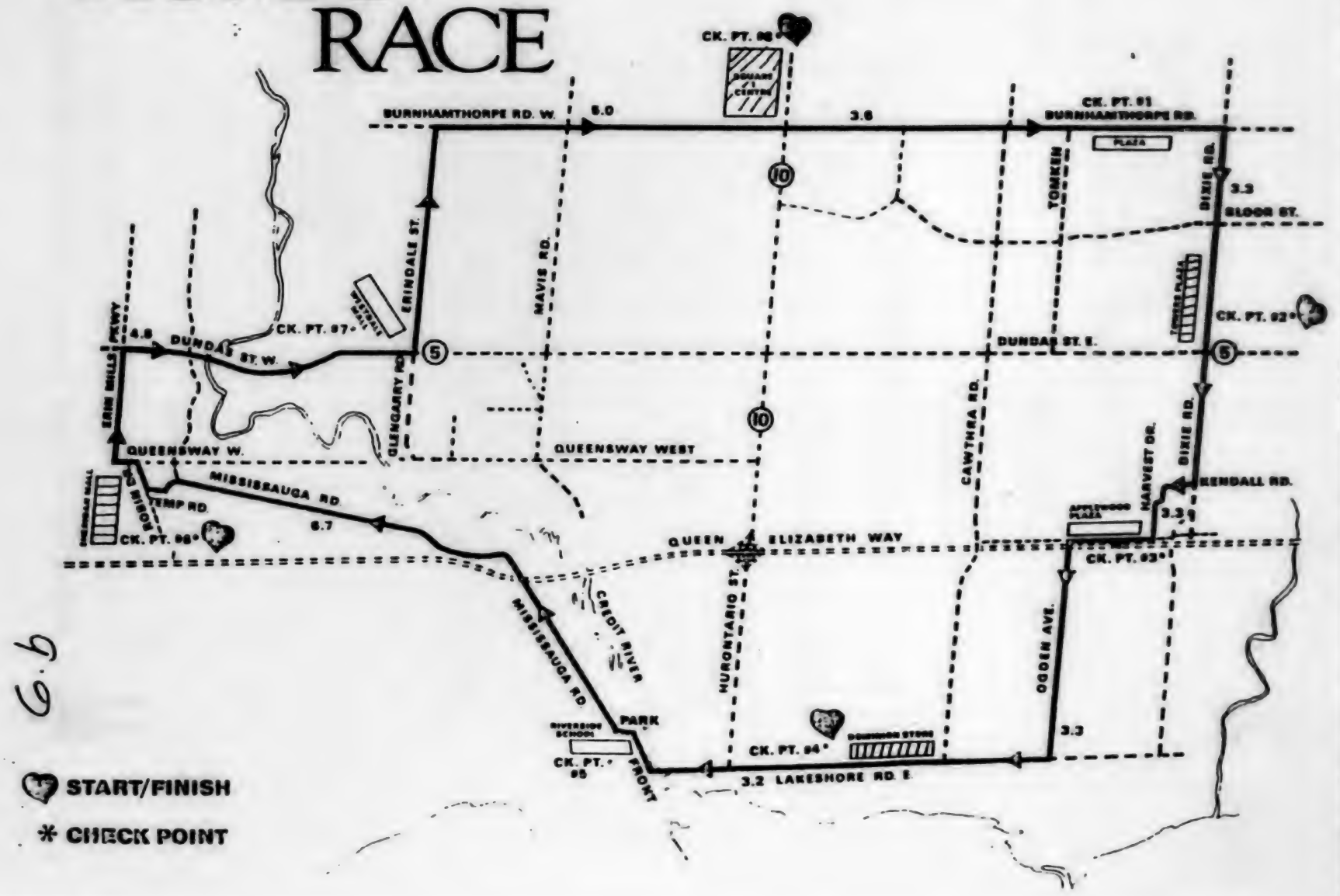
Anne Campbell-Smith
Human Race Co-ordinator

ACS/mp

cc: City of Mississauga Engineering Dept.
City of Mississauga Public Works Dept.
Mr. W.H. Brown, P. Eng.
Peel Regional Police
St. John's Ambulance

RECEIVED FILE
JUN 26 1979

THE HUMAN RACE



6.b

City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
11 141 00039

7.

Chairman and Members of the Public Works Committee

From: William P. Taylor, P. Eng.

Dept: Engineering and Works

July 11, 1979

SUBJECT: Pre-servicing of subdivisions.

ORIGIN: Engineering and Works Department.

COMMENTS: Up to the present time developers have been notifying Council of their intention to pre-service their plans of subdivision. This notification has been received by Council and referred to the Commissioner of Engineering and Works. Unfortunately, this referral by Council has been taken, in some cases, by the developers as Council's approval to pre-service, notwithstanding that there may be many outstanding items yet to be resolved.

RECEIVED
REGISTRY No. 8052
DATE JUL 12 1979
FILE No. 26-79
CLERK'S DEPARTMENT

We have, therefore, changed our policy and now request that all applications for pre-servicing be received by the Commissioner of Engineering and Works and that the Commissioner of Engineering and Works will make application to Council for permission to pre-service a subdivision at the appropriate time. This procedure would not deter a developer from appearing before Council as a deputation if he so desired.

Attached to this report are the instructions to cover pre-servicing which we make available to developers.

RECOMMENDATION: That all applications to Council for pre-servicing of subdivisions be made by the Commissioner of Engineering and Works as set out in the attached policy.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.
att.

5.3 SOILS ENGINEERING continued ...

c) The stability of existing slopes and to make recommendations for building foundations (if required due to soil conditions).

This report is to be included as part of the first submission. Recommendations contained within the soils consultant's report will be evaluated by the City and the consultant will be notified accordingly.

During construction an owner is to retain a recognized soils consultant to supervise, in total, the backfilling of all trenches. This consultant is to submit confirmation to both the developer and the City, certifying that he has supervised the backfilling procedure, carried out sufficient tests to obtain a representative report as to the compaction of the backfill and that he finds this backfill installation to be in compliance with the City's specifications.

The findings of all compaction reports and this certification are to be forwarded to and acknowledged by the City prior to placement of granular road material.

5.4 SUBDIVISION UNDERGROUND SERVICING

The Commissioner of Engineering and Works will apply to City Council for pre-servicing of a subdivision on behalf of a developer when the following conditions have been met:

1. Application has been made to the Commissioner of Engineering and Works for permission to proceed with pre-servicing.

2. Having obtained such approval, the developer must execute and deposit with the Commissioner of Engineering and Works a Letter of Undertaking in a form as approved by the City.

3. Two copies of Engineering and Financial Agreements, and Four sets of Engineering Drawings are to be provided.

4. Submission is to be made to the Commissioner of Engineering and Works of all deeds and easement agreements for external services, fully executed. External services will not be allowed to be constructed prior to full registration unless a Performance Bond, or Letter of Credit has been deposited with the City, for the total cost of the services. Connections to existing services will not be permitted until the plan is registered.

7.6

5.4 SUBDIVISION UNDERGROUND SERVICING continued ...

5. All other necessary documents, 300mm reserves, easements, etc. must be approved as to form and description.

6. The Engineering Fees of the City and the Region must be paid to the City prior to the commencement of any works.

7. Required Insurance Certificate is to be submitted.

8. A Cash Deposit is to be submitted as required by the Engineering Department (5% of Schedule 'D', or a maximum of $10,000.00). This Cash Deposit is to be returned at the time of registration of the subdivision.

9. Any required rezoning by-laws must be passed by Council.

10. Prior to registration of the plan, all other normal requirements, and any specific requirements detailed in the Engineering and Financial Agreements, must be satisfied. However, if the underground pre-servicing has been completed prior to the registration of the plan of subdivision, the City will not require a Letter of Credit from the developer for the underground works, provided we have received a Statutory Declaration from the developer that the underground contractor has been paid, plus a 10% Security to ensure the maintenance of the services installed.

11. Upon approval to proceed, one copy of all the Engineering Drawings must be sent to each of the utility companies such as Hydro, Bell Canada, Consumers' Gas, etc., which will be installing services in the development.

NOTE:

Above ground works will not be permitted to commence unless approved by the Commissioner of Engineering and Works.

5.5 SURVEYORS CERTIFICATE

Prior to the assumption by the City of the services constructed in a development, it is required that the developer re-establish all Control Standard Iron Bars. Confirmation of re-establishing these iron bars must be made in writing to the City Engineering Department by a Registered Ontario Land Surveyor.

i) Where registered lots of both the subject land and an existing registered plan are abutting and where these lots have been occupied and fenced, it shall not be a requirement to have these S.I.B.s replaced.

8.

City of Mississauga

MEMORANDUM

Files: 11 121 00021
12 111 00001
11 141 00039

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept Engineering and Works

RECEIVED
REGISTRY No. 9360
DATE JUL 19 1979
18-79
24-79
49-79
CLERK'S DEPARTMENT

REQUEST NO. 276-79
Clerk's Files: 18-79, 24-79, 49-79.

July 18, 1979

SUBJECT: Maintenance of sidewalks on Cliff Road

ORIGIN: Letter and petition dated May 28, 1979 from Mrs. Mary Spina, 3329 Rhonda Valley.

COMMENTS:

Sidewalk Sweeping

Investigations of the sidewalk on Cliff Road revealed it to be clean of all winter maintenance sand and debris.

The 1979 level of service for sidewalk cleaning does not provide for any additional sweeping for the remainder of the year.

Right-of-way Fence

The fences located adjacent to the sidewalk have been constructed of various materials, some are well maintained, other sections are leaning badly as a result of faulty construction or lumber, firewood and equipment stockpiled against it.

The responsibility for the maintenance of these fences lies with the residents and the matter has been referred to our By-law Department for investigation and appropriate action.

Grass Cutting

The 1979 Works Budget provides for a level of service for grass cutting of one cutting per year, with a possible second cut on reverse frontages depending on the availability of student help.

Between the sidewalk and fence there is a one-foot strip and it is expected to be completed by the end of July.

...2

COMMENTS - cont'd/ Litter Pickup

The amount of litter referred to in the petition was not encountered during our inspection, possibly because all litter is picked up before grass cutting is commenced.

The 1979 Works Budget provides for litter pickup to be undertaken at Cliff Road once per month during June, July and August.

CONCLUSION: The Works Department endeavours to carry out the maintenance of sidewalks as provided for in the 1979 Budget. The level of service has been reduced from previous years owing to fiscal restraints.

RECOMMENDATION: That the report dated July 18, 1979 from William P. Taylor, Commissioner of Engineering and Works, regarding the maintenance of sidewalks on Cliff Road, be received.

WPT:GW

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. R.G.B. Edmunds
Mr. L. Love
Mr. D.A.R. Ogilvie
Mr. K. A. Cowan
Mr. T. L. Julian
Mrs. L. Heaps
Mr. M, Ackland

/

8.b.

May 28, 1979.

Mr. Larry Taylor,
Ward 4,
City Hall..

Dear Mr. Taylor,

We hope you will take the time to read this letter and look into this complaint, which we feel is well justified.
Our concern is for the children in this area who have to walk along Cliff Road to get to school.
We are thoroughly disgusted with the upkeep of this street..
It is not fit to walk on. There is no problem if you drive, but unfortunately not all of us have a car to drive our children to and from school.

The sidewalks are dirty, with grass up to the knees in summer and snow in winter.. You have to walk very carefully in order to avoid broken beer bottles, dog litter,. and garbage in general.

I myself have walked down to school with my son for two years and I know first hand that in the winter you have to walk on the street because the sidewalks are never cleaned.. And if you are lucky enough to find the sidewalk cleaned than you take a great risk of walking along a wooden fence that is about to fall down at any moment.

We feel that it is not safe to ask our small children to walk on the street in winter because the sidewalks are not cleaned.

We hope you think our children's well being is important enough to get this problem solved.
I know we parents do!

Thank-you for your time and we hope we hear from you soon.

REFERRED TO W. TAYLOR
FOR REPORT TO PUBLIC WORKS
Request No. 276-79

Yours truly,
C. Maria Spina
Mrs.. Maria Spina,
3329 Rhonda Valley,
Mississauga, Ont.

RECEIVED
JUN 3 1979

Please turn the page!

R1-a

8-C

[illegible] Caballo	3326 Rhonda Valley
[illegible]	3330 ACALA CR.
[illegible]	3325 Rhonda Valley
[illegible]	3317 Rhonda Valley
C. Lentini Sta.	3313 Acala Crescent
Claudette Anderson	3319 Acala Cr.
Jessie Kemper	3318 Acala Cr.
Flora Ori	3312 Acala Cres
[illegible]	3332 Acala Cres.
[illegible]	3321 Rhonda Cres.
[illegible]	3328 Acala Cres
[illegible]	3330 ACALA CRES.
[illegible]	3334 ACALA CRES.
[illegible]	3331 Acala Cres.
[illegible]	3381 Acala Cres.
[illegible]	3385 ACALA CRES.
Jean McEnany	3365 ACALA CRES.
[illegible]	3331 Acala Cres.
Effie Byrnes	3369 Acala Cres.
[illegible]	3322 Acala Cr.
[illegible]	3317 Acala Cres.
[illegible]	3375 Acala Cres.
[illegible]	3320 Acala Cres.
[illegible]	3366 Acala Cres.
F. Calderwood	3337 ACALA CRES.

FILE REF: 11 141 00039
13 211 00021

City of Mississauga

MEMORANDUM

7.

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

RECEIVED
REGISTRY No. 8294
DATE JUL 18 1979
49-79
FILE No. 86-79
CLERK'S DEPARTMENT

Request No. 280-79
Clerk's File Nos. 86-79, 49-79

July 13, 1979

LADIES & GENTLEMEN:

SUBJECT: Three way stop at Candela Drive and Santee Gate.

ORIGIN: Petition received from Mrs. B. McCudden of 3235 Candela Drive.

COMMENTS: The Engineering Department has been requested at least two occasions previously, to look into the possibility of implementing an all-way stop on Candela Drive. Our studies indicate that speeding is not a serious problem and that the majority of traffic is strictly local. Candela Drive is a local roadway and warrants for an all-way stop are definitely not met.

RECOMMENDATION: That an all-way stop not be implemented at the intersection of Candela Drive and Santee Gate.

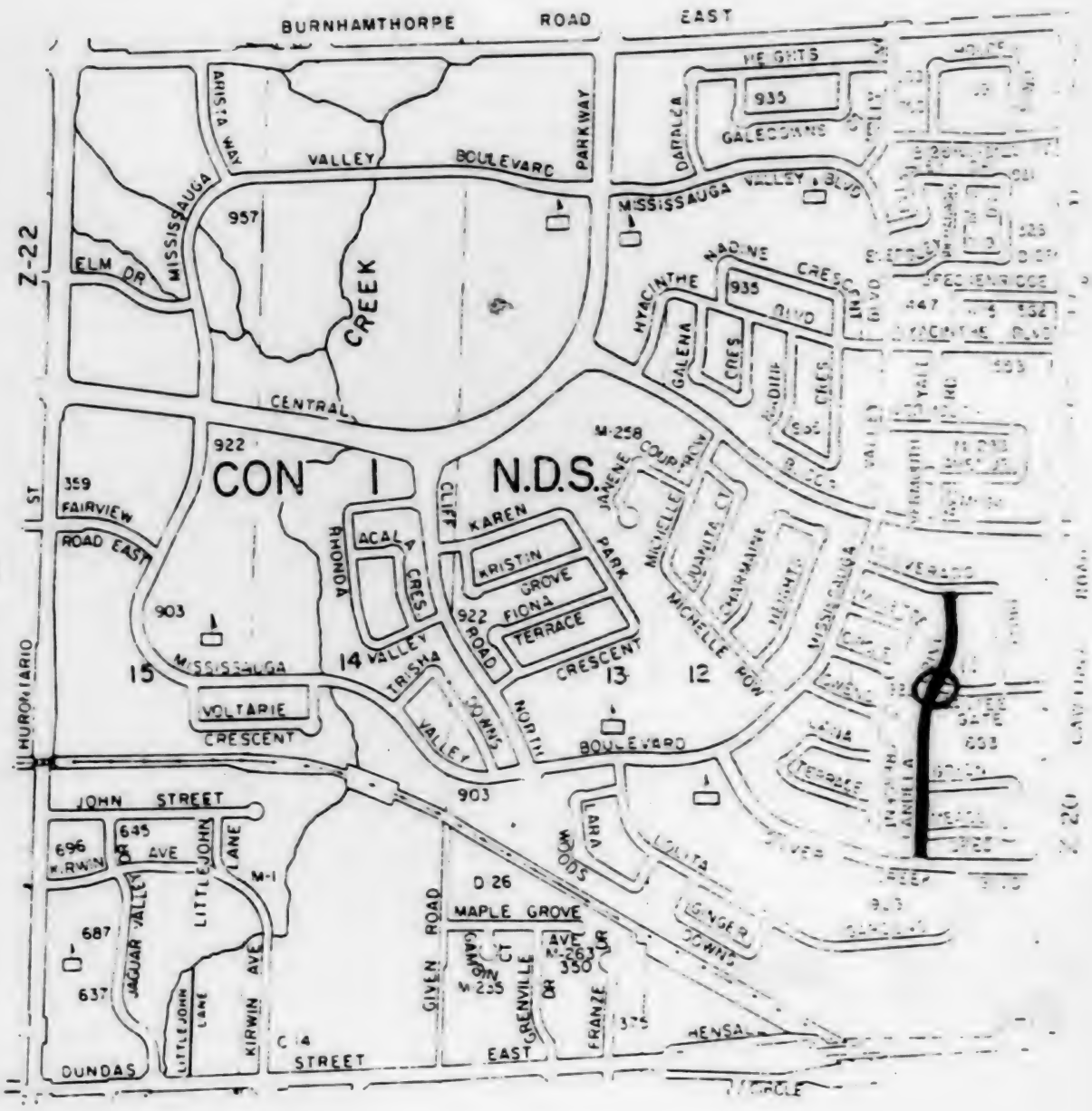
William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

DTJ:mk
Att.

c.c. E.M. Halliday
All Commissioners

Z-28

9.a


BURNHAMTHORPE ROAD EAST
ARISTA WAY
VALLEY BOULEVARD PARKWAY
MISSISSAUGA VALLEY BLVD
DAPALEA
HEIGHTS
935
GALECRINS
957
Z-22
ELM DR
MISSISSAUGA
CREEK
CENTRAL
922
CON I
N.D.S.
359
FAIRVIEW
ROAD EAST
1 ST
HURONTARIO
903
15
MISSISSAUGA
VOLTARIE
CRESCENT
14 VALLEY TRISHA
RHONDA
ACALA CRES
CLIFF
KAREN
KRISTIN
GROVE
FIONA
TERRACE
922 ROAD
CRESCENT
13
12
PARK
JANENE COURT
MICHELLE ROW
QUANITA CT
CHERMAINE
HEIGHTS
MISSISSAUGA
VERADO
BOULEVARD
NORTH
JOHN STREET
645
AVE
696
K.RWIN
M-1
687
637
JAGUAR VALLEY
LITTLEJOHN LANE
KIRWIN AVE
DUNDAS
C 14
STREET
GIVEN ROAD
D 26
MAPLE GROVE
M-235
GRENVILLE DR
AVE
M-263
350
FRANZE CR
EAST
HENSA
CIRCLE
LOLITA
GINGER
TOWNS
WOODS
CARA
TERRACE
LANELLA
SILVER
DEEP
M-258
NADINE CRES
HYACINTHE
GALENA
CRES
BLVD

Z-14

P-3

9.b

[illegible]
[illegible]
[illegible]
[illegible]

Mr. Jerry Taylor,
Councillor Ward 4,
1 City Centre Drive,
Mississauga,
Ontario,

Dear Mr. Taylor,

Enclosed is a petition signed by [illegible] residents requesting the installation of a Three Way Stop sign at the intersection of Condelo Drive and Dunbee Gate.

We are concerned about the high rate of speed and volume of foot traffic on a residential street and we feel a stop sign would help remedy the situation.

If anything further is needed to support this petition please call me at home 279-0027 in the afternoon or evening.

Yours truly,

Virginia McCracken

Mrs. Irma McCracken

ENGINEERING Works & Bldg. Dept.
RECEIVED FILE
JUL -6 1979

W.P.T. 11/07/10
E.W

REFERRED TO W. TAYLOR
FOR REPORT TO PUBLIC WORKS

[illegible]
JUL 5 '79

Request for Report
#280-79

9.C

We, the undersigned residents of [illegible] support this petition for the placement of [illegible] at the junction of Columbia Drive and [illegible].

NAME	ADDRESS
[illegible]	[illegible]
Charles E. Ramsey	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Dan Martin	3241 Columbia Dr.
[illegible]	[illegible]
Dana Kissel	[illegible]
Maureen Gretsch	0356 [illegible]
Lois Sackheim	[illegible]
Jean Clark	3277 Columbia Dr.
Betsy Barrowman	3256 Columbia Dr.
Phyllis Feldman	3253 Columbia Rd
[illegible]	[illegible]
Mary Kay	3243 Columbia Dr.
April McCormick	3274 Columbia Dr
Carmen Gooch	3274 Columbia Dr.
Mrs. W. D. Martin	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

9. d

P-3-6

OUR FILES: 16 111 75059
11 141 00039

10.

Chairman and Members — William P. Taylor, P.Eng.

Public Works Committee — Engineering and Works

RECEIVED
REGISTRY No. 8154
DATE JUL 17 1979
FILE No. M-122
CLERK'S DEPARTMENT

July 11, 1979.

SUBJECT: Fencing Revisions in Erin Mills South
Neighbourhood 108, Plan M-122
Located North of Rogers Road and West of Erin Mills Parkway

ORIGIN: Engineering Agreement between Cadillac Fairview Corporation and the City of Mississauga for Plan M-122.

COMMENTS: Under the terms of the Engineering Agreement for Plan M-122, the Developer is required to install a four foot chain link fence and screen planting along the easterly limits of Blocks 'ZZ' and 'AAA' from Folkway Drive to approximately the north limit of Lot 581 (note Enclosure No. 2).

Recently, the Developer's agent, the Proctor and Redfern Group, has requested the City's approval to delete the aforementioned fence and to substitute a solid wood privacy fence along the rear lot line of Lots 581 to 585 inclusive, indicating that the fencing provision for Block 'ZZ' can be dealt with during Site Plan review (note Enclosure No. 3).

In reviewing this with the Recreation and Parks Department we find that neither Department has any objection to this revision if the concerned solid wood fence is six feet in height and if the details of this fence are approved by both Departments prior to construction.

RECOMMENDATIONS:

1. That the requirement in the Engineering Agreement covering Plan M-122 providing for the installation of a four foot chain link fence along the easterly limits of Block 'AAA' and 'ZZ' be deleted.

2. That a substitutional requirement be added to the Engineering Agreement for Plan M-122 requiring the installation by the Developer of the screen planting and a six foot wood fence, with details to be approved by the Recreation and Parks Department and the Engineering Department, along the rear lot lines of Lots 581 to 585, inclusive.

.../...

10.a

July 11, 1979.

Chairman and Members
Public Works Committee

RECOMMENDATIONS: (cont'd.)

3. That the requirement for screen planting and fencing along the easterly limits of Block 'ZZ', Plan M-122 be finalized during Site Plan Review.

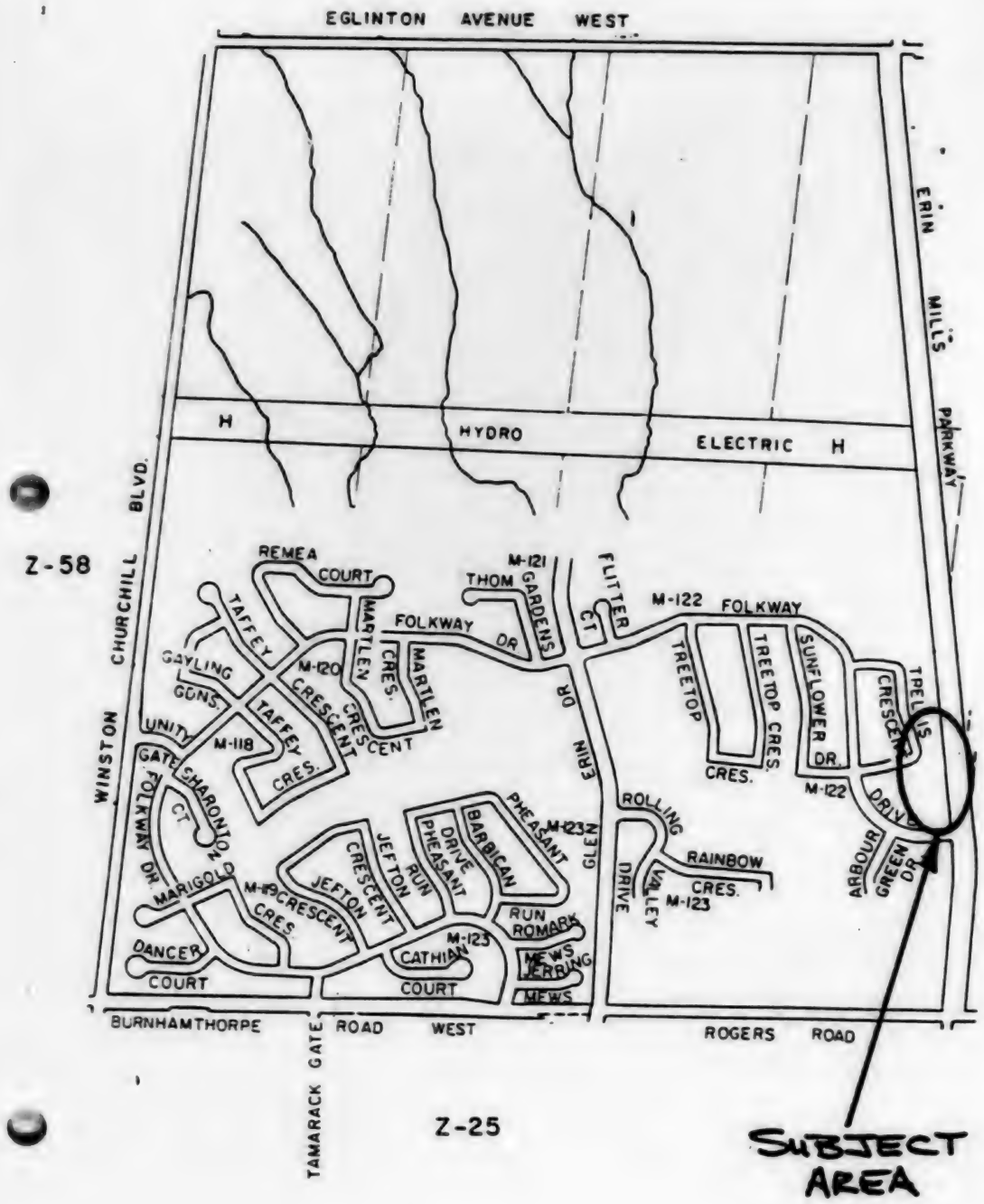
RWB/cm
Encls.

William P. Taylor, P.Eng.,
Commissioner.

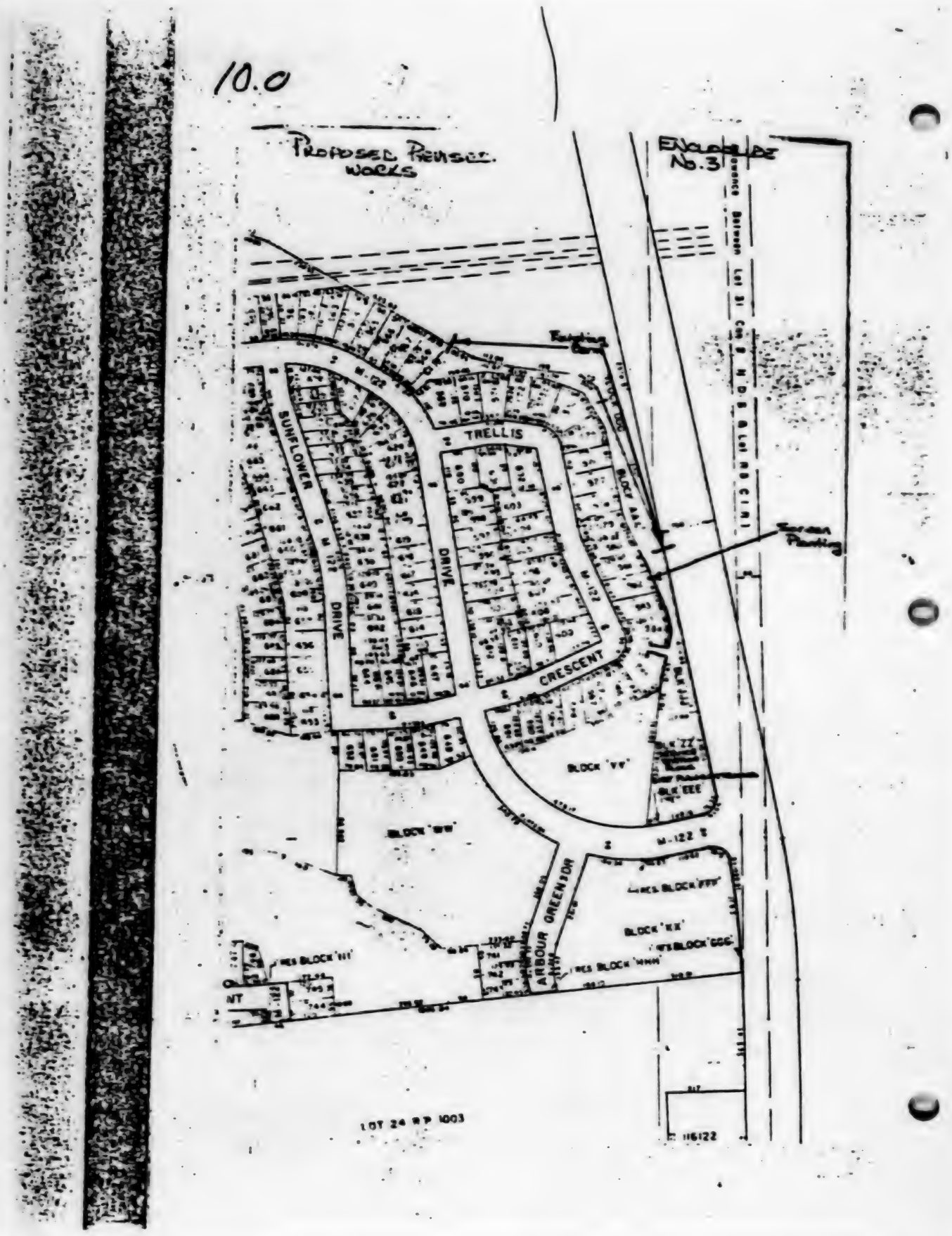
cc: E. M. Halliday
All Commissioners

ENCLOSURE NO. 1

10.b



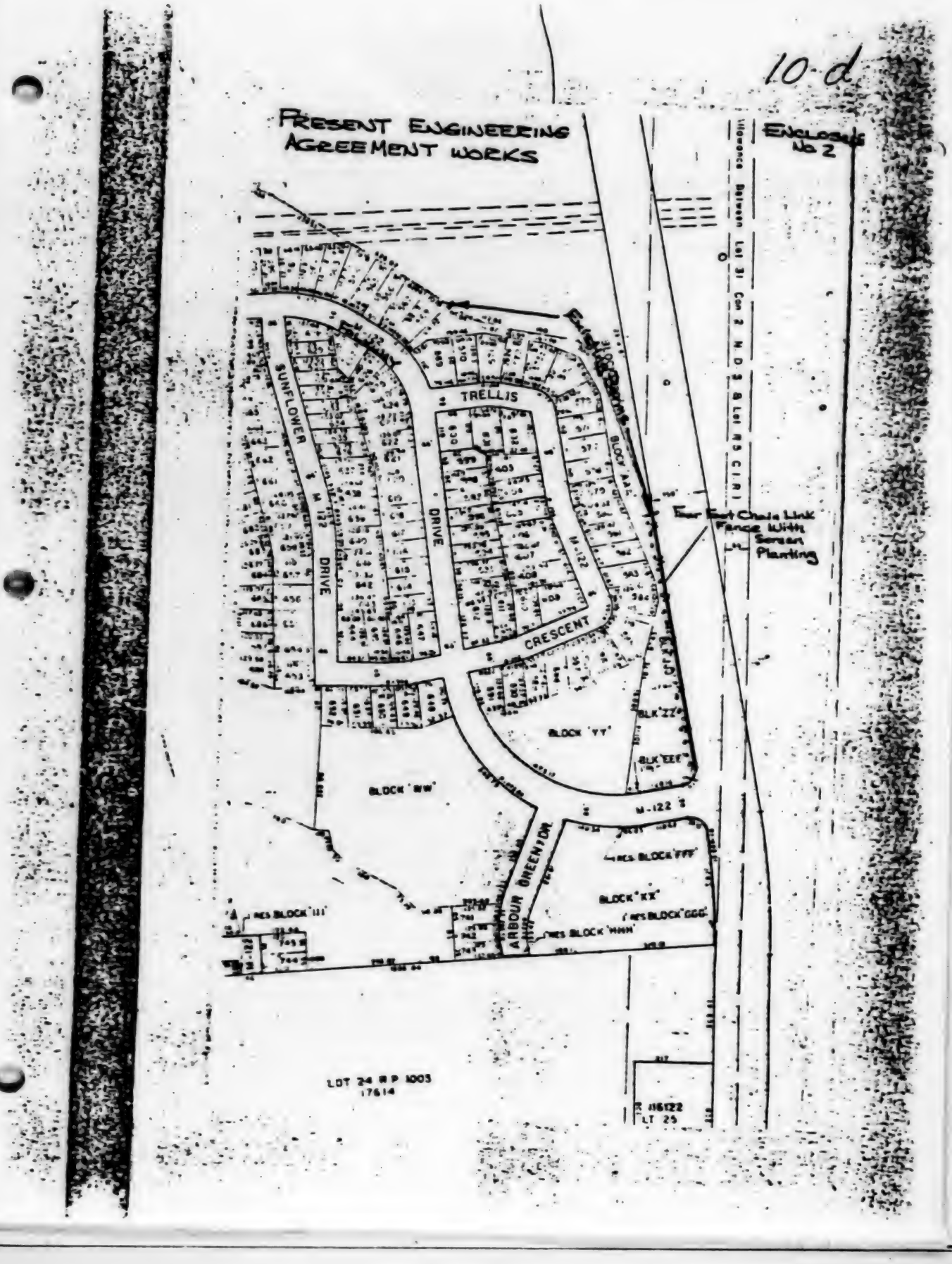
10.0


PROPOSED PUMPING WORKS
ENGADINE No.3
TRELLIS
SUNFLOWER DRIVE
DRIVE
CRESCENT
BLOCK 'VV'
BLOCK 'WW'
BLOCK 'XX'
ARBOUR GREEN SON
M-122 S
LOT 24 SP 1003
116122

10-d

PRESENT ENGINEERING AGREEMENT WORKS

ENCLOSURE No 2



11.

City of Mississauga

MEMORANDUM

To: Public Works Committee

From: Mr. T. L. Julian
City Clerk

Dept: Mr. W. P. Taylor, P.Eng.
Commissioner, Engineering & Works

July 12th, 1979

RECEIVED
REGISTRY No. 8153
DATE JUL 17 1979
FILE No. 7-79
CLERK'S DEPARTMENT

SUBJECT: Works Yard #1
Files: 12 111 00043 and 7-79

ORIGIN: Termination of lease, Mavis Road Works Yard #1

COMMENTS: The current lease of the Mavis Road Works Yard #1 expires in the fall of this year and the Property Agent has been requested to acquire a more centrally located site for the area served by Works Yard #1.

A suitable site has been located in the Lakeview Complex, owned by the Federal Government, at the southeast corner of Cawthra Road and Atwater Avenue.

The Federal Government has agreed to lease the property to the City under the following conditions:

1) The rental rate will be $.15 per square foot, therefore, based on the area of 63,000 square feet, the rent will be $9,450.00 per annum payable in equal monthly installments of $787.50.

2) In addition to the base rent, the City of Mississauga will be responsible for the payment of all taxes, rates, duties and assessments chargeable against the leased premises.

3) The termination date of the agreement will be March 31, 1981.

4) Any complaints received from neighbours regarding noise or traffic will be directed to the City of Mississauga for resolution.

..... 2

11.a

These conditions have been reviewed by both the Engineering and Works Department and the Property Section and would appear to be reasonable. It is therefore suggested that the Property Agent be authorized to negotiate a lease with the Federal Government pursuant to these conditions.

RECOMMENDATION: That the City Property Agent be authorized to negotiate a lease with the Federal Government, for the property located at the southeast corner of Cawthra Road and Atwater Avenue, under the following conditions:

1) The rental rate will be $.15 per square foot, therefore, based on the area of 63,000 square feet, the rent will be $9,450.00 per annum payable in equal monthly installments of $787.50.

2) In addition to the base rent, the City of Mississauga will be responsible for the payment of all taxes, rates, duties and assessments chargeable against the leased premises.

3) The termination date of the agreement will be March 31, 1981.

4) Any complaints received from neighbours regarding noise or traffic will be directed to the City of Mississauga for resolution.

Terence L. Julian, A.M.C.T.,C.M.C.
City Clerk

RA:dw

W. P. Taylor, P.Eng.
Commissioner, Engineering and Works

12.

FILE REF : 11 141 00039
11 161 00011
13 211 00013

The Chairman and Members
Public Works Committee
City of Mississauga

William P. Taylor, P.Eng., Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 9348
DATE JUL 19 1979
FILE No. 86-79
CLERK'S DEPARTMENT

July 17, 1979

LADIES & GENTLEMEN :

SUBJECT : Commercial Vehicle Loading Zone - Stanfield Road.

SOURCE : Rubbermaid (Canada) Limited.

COMMENTS :

We have had a recent enquiry from Rubbermaid (Canada) Limited concerning the necessity for loading from a truck parked on the road. Because of the location of the fuel storage tanks, it is necessary for their fuel delivery trucks to load for a period of one hour approximately every three weeks on the east curb lane of Stanfield Road north of the CPR.

We have reviewed this situation and feel there is no alternative to loading from the street. Since the time required for loading is in excess of that normally permitted in a "No Parking" zone, we are recommending the establishment of a Commercial Vehicle Loading Zone in this location.

No vehicles will be allowed to stop except commercial vehicles in the process of loading between the hours of 9.00 a.m. and 1.00 p.m. Monday to Friday inclusive.

Both Rubbermaid (Canada) Limited and their fuel supplier are satisfied with this arrangement.

RECOMMENDATIONS :

1) That a "Commercial Vehicle Loading Zone" be established on the east side of Stanfield Road between a point 25 meters north of the CPR and a point 25 meters northerly thereof.

continued ...

SUBJECT : Commercial Vehicle Loading Zone - Stanfield Road.

RECOMMENDATIONS continued ...

2) That the attached draft by-law to amend Traffic By-Law No. 444-79, as amended, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

RKW:jb

13.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 12 111 00001
11 321 7900
11 141 0003

Chairman and Members of the
Public Works Committee

From: William P. Taylor, P. Eng.

Dept: Engineering and Works

RECEIVED
REGISTRY NO. 8411
DATE JUL 20 1979
FILE NO. 143-79
CLERK'S DEPARTMENT

July 19, 1979

SUBJECT: 1979 Budget - Fence Repairs

ORIGIN: Engineering and Works Department

COMMENTS: Our 1979 budget for fence repairs is $21,000.00. We wish to advise Committee that as of June 30, 1979 we had spent $25,000.00, and there is a further $9,000.00 worth of work still to be carried out.

Included in the work still to be done is $2,500.00 for a fence on Douglas Drive Extension.

RECOMMENDATION: That no further work be carried out on fence repairs in 1979, and those repairs still to be completed in this year be deferred to the 1980 Current Budget.

WPT.mh

William P. Taylor, P. Eng.,
Commissioner.

c.c. E. M. Halliday,
All Commissioners,
D. J. Debenham.

June 29, 1979

RECEIVED
7009
49-79
102-79
139-79
CLERK'S DEPARTMENT

13.a

Mr. John Murray
Committee Co-ordinator
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Reference Your File No. 102-79 - Walkways
File No. 49-79 - Petitions
File No. 139-79 - Public Works Committee

Reference - Petition of Proposed Walkway & Fence, Attached Letter D/D November 2, 1978

Dear Mr. Murray:

This letter is once again to register super strong objection to the construction of a fence on each side of a 10 ft. wide walkway at the north end of Douglas Drive, which was objected to by petition of residents in October 1978 and which you no doubt have on file.

It has been ridiculously suggested that the fence would eliminate an unsafe situation, but in fact the fence would create an unsafe condition.

On May 24th. week-end, my wife was walking our grandchildren age 2 and 4 yrs. up through the walkway when a couple of older children on bicycles riding abreast came speeding by.

If it had not been that there was no fence between the now existing posts, she would not have been able to get the children out of the way of the bicycles and avoid being hurt.

Children ride their bicycles through here all the time. What about pedestrians?

If you have visited the site you will see that the only 2 people to gain are the 2 residents on the East side adjacent the city property, Mr. Stewart on Pinetree Way being one and the property owner on Oakhill being the other.

Once again let me say that I seriously object to restricted use of City property by property owners and this is exactly what this fence will do.

If you must erect a fence to avoid the creek on the west side, I suggest you do it on the City property line and the same on the east side.

/...2

13.b

This would avoid the so called problem and not restrict the use of City property.

In lien of this, I urge you and request that a meeting of concerned residents be called to a council meeting so that we can be properly heard.

I have lived at 1546 Douglas Drive for 35 years and understand this problem very well; we are being ripped off.

Yours very truly,

C. A. Dykeman
Vice President
General Manager
1546 Douglas Drive
Mississauga, Ontario

cc: Mayor Hazel McCallum
: Councillor Harold Kennedy

Attached Letters D/D November 2, 1978
D/D June 26, 1979

CAD:pl

CREDIT RESERVE ASSOCIATION

MISSISSAUGA, ONTARIO

13.C

1397 Glenwood Drive,
Mississauga L5G 2W9

July 12th, 1979

Mayor H. McCallion and Council,
City of Mississauga,
1 Centre Drive,
Mississauga, Ontario
L5B 1M2 .

Subject: Fencing to be Erected Between Douglass Drive and Pinetree Way

Dear Madam Mayor and Councillors:

The Credit Reserve Association requests a deferment of action to erect this fence to allow time for discussion between the neighbours who are in contention on this issue.

The Association will undertake to secure some resolution of the issue either by a compromise or an alternative.

Your cooperation in securing this deferment will be appreciated.

Yours very truly,

Fred Lucas
President
(per R.S. McLaren V.P.)

cc. W. Taylor
Commissioner of Engineering.✓

W P T
G to Mc

City of Mississauga

14.

Files: 16 121 77006
16 111 77108

MEMORANDUM

RECEIVED
REGISTRY NO. 9410
DATE JUL 2 (19
FILE No. 07/6/77
CLERK'S DEPARTMENT

Chairman and Members
Public Works Committee

William P. Taylor
Engineering and Works

July 19, 1979

SUBJECT: Tricont Properties Ltd.
Part of Lot 32, Con. 1, S.D.S.
Rezoning report requirement that a cash contribution be paid for future construction of the North Service Road, for the frontage of these plans.

ORIGIN: Engineering and Works Department

COMMENTS: The plan is on North Sheridan Way at the intersection of Hadwen Road.

A condition of the rezoning report to Planning is that the developer make a cash contribution to the City for 50% of the cost of the future reconstruction of the North Sheridan Way to a two lane paved condition with curbs.

The developer has requested that as there is only frontage on one side of North Sheridan Way, the City would only receive contributions for half the cost of any future work. It would be preferable to reinstate and resurface the road at this time to the present condition.

RECOMMENDATIONS:
1. That the requirement of a cash contribution by the developer, to the City, for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs be deleted from the rezoning report for the subject development.

2. That North Sheridan Way be reinstated to a two lane paved ditch section in accordance with current City standards at the developers expense.

3. That the developer post the additional securities under the existing Engineering Agreement as guarantee for this reinstatment.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

PBO:kw
cc: City Manager
All Commissioners
G. Bewick

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
12 241 79008
11 321 79003

15.

Chairman and Members of the Public Works Committee

From: William P. Taylor, P. Eng.

Dept: Engineering and Works

July 19, 1979

RECEIVED
REGISTRY No. 9409
DATE JUL 24 1979
FILE No. 139-79
CLERK'S DEPARTMENT

SUBJECT: New Culvert Installations.

ORIGIN: Engineering and Works Department.

COMMENTS: At the present time the policy of the City is to charge $5.00 per foot for pipe, and $100.00 for headwalls for new culvert installations for residential, industrial and commercial developments. Committee should be aware that the actual cost to the City for installing 20' of pipe, including headwalls, is $490.00. This means that a minimum size culvert installation (12"-18" diameter pipe) is being subsidized by the City at the present time at the rate of $290.00 per installation.

In order that we can partially meet our budget guideline in 1979, and meet the guideline in total in 1980, we are suggesting that the cost for a residential culvert be $25.00 per foot, including headwalls, and that industrial and commercial properties be charged the total cost of such installation, and that they pay a deposit based on the City's estimate prior to a new culvert being installed.

In addition, we are recommending that only the City and/or its contractors install culverts on road allowances.

RECOMMENDATIONS: That the following policy for driveway culverts be instituted immediately:-

1 - The cost of a residential culvert be $25.00 per foot including headwalls.

2 - Industrial and commercial owners be required to pay the actual cost of installing a culvert and headwalls, and further, that they be required to pay the City a deposit based on the estimated cost of installing a culvert and headwalls prior to the installation thereof.

3 - Driveway culverts be installed only by the City and/or the City's contractors.

WPT.mh

William P. Taylor, P. Eng.,
Commissioner.

City of Mississauga

MEMORANDUM

16.

FILE REFERENCE: 11 121 00015
11 141 00039
17 111 78080

RECEIVED
REGISTRY No. 8349
DATE JUL 18 1979
FILE No. 3-79
6-79
CLERK'S DEPARTMENT

Chairman and Members of the
Public Works Committee

William P. Taylor, P. Eng.
Commissioner,
Engineering and Works

D. A. R. Ogilvie, Commissioner
of Finance

July 17, 1979

SUBJECT: Paisley Boulevard - unopened portion in the vicinity of Floradale Public School.

ORIGIN: Letter from Mrs. Jean Fromow of 2350 Goodison Avenue, dated May 10, 1979. (copy attached) Request for Report No. 246-79.

COMMENTS: This will advise that the City purchased this road allowance in 1975-6 as a result of an O.M.B. Hearing for the lands to the north, in order that Paisley Boulevard could be constructed thereon to connect the existing east and west Paisley Boulevard. As of this date Dunbar Meadows and Cedar Heights Developments, land holdings on the north side, have not proceeded and, therefore, no road physically exists.

We would suggest to Committee that there are only two ways to have this road completed on this street. The first would be to wait for the developers to proceed with their development, and the second would be to construct same with City funds - with no Highway Subsidy. The reason for no subsidy is that this would not be considered a major thoroughfare for the City.

RECOMMENDATION:

That Paisley Boulevard not be constructed until such time as development occurs on the north side.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

Att.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

D. A. R. Ogilvie,
Commissioner of Finance.

16.a

RECEIVED
MAY 24 1979
MAYOR'S OFFICE

2350 Goodison Avenue
Mississauga, Ontario
(416) 270-4241
May 10, 1979

RECEIVED
REGISTRY No. 5528
DATE MAY 29 1979
FILE No. 6-79
3-79
CLERK'S DEPARTMENT

Dear Mayor McCallion

I would like to submit an official complaint regarding Floradale School and it's rough surroundings.

(a) There is no proper access path from the west side of the school.

(b) There is no adequate fence to protect the children from a potentially dangerous 15' high mound of top soil, directly boardering the school playground and field on which heavy equipment frequently operates.

(c) The areas most played on and used for access routes to and from school, are poorly graded and drained, and consequently, are very wet and muddy.

To elaborate on the above:

(a) The area that the children use as a route to school is a rough, muddy, wet area which at this time is being used as a dumping area for old concrete pipes by the developer that owns the property north of this land. This piece of land is owned by the city and will eventually become Paisley Boulevard.

There is a gravel path which is further for the children to walk, gets muddy itself and has no access path to it. To get to it from the south side of Paisley the children have to cross a poorly drained road which after a thaw or rain accumulates water to a depth of four inches over an area twenty feet square at least!, then walk across a wet muddy boulevard. These conditions are far too tempting to expect five to ten year olds to stay out of. The poorly drained road is another unnecessary hazard.

I am told that there will be no side walk until the developer feels like developing the land north of this area and puts Paisley

REFERRED TO W. TAYLOR/PEEL BOARD OF ED.
FOR REPORT TO PUBLIC WORKS

Request for Report #246-79

16.b

through. I have lived in this area nearly eight years and have paid eight years of taxes and am still putting-up with such poor access to the school. In contrast to this the residents of the area just west of here have paid taxes for a maximum of two years and have a beautiful new school with lovely surroundings.

(b) Regarding the adjoining property to the school, Mr. Heck's fifteen feet of top soil, I am told he does not have to fence his lot because he was there before the by-law existed. Therefore I feel the school board should build a strong, high and heavy fence to deter the children from climbing this mound and to protect them from heavy equipment falling down the steep slopes into the play area and field. The skimpy fence that is up now is not high, nor strong enough, and does not even extend to the front of the school property. It is around the end of the present fence that children begin to climb up the hill to take a short cut home and so are in danger of being hit by a reversing truck or other equipment.

I feel the ideal type of fence would be the type used beside the 401 highway; heavy, solid metal secured by concrete posts. This is the only fence which may prevent a large bulldozer from sliding down into a playground of children!

The same goes for the west side of Mr. Heck's property which adjoins the park and the north side which borders onto a well-used throughway for the children.

(c) The west side of the school, within the school grounds, has a concrete path but either side of it are many large puddles, and where there was grass there is churned-up muddy patches of uneven land. The rest of the side is crushed limestone which adjoins the field at the back of the school. Where this connects there is a low area about twelve feet by ten feet that fills with water to a depth of approximately ten to twelve inches. Back in March I saw at least ten children wadding in this puddle soaking boots and snow pants. The teacher did call them out when she saw them but I feel there is no excuse for this sort of temptation in a play area for young children. It is certainly a difficult and expensive problem for mothers trying to keep their children clean and dry throughout the school year!

There is a paved playground but the children seem to prefer the other areas. There were only a few children playing on it on the times I have observed.

I feel the whole area around the school should be properly

16.C

drained, graded and paved except for the field of course, and a path put across the well used areas out to the west side of the school (through the grassed area on the west of the school). Cashmere and many other schools have this! Why not Floradale?

Why should we have to wait on the whim of a developer as to when he wants to put in drainage, and to put Paisley through? I am told this is when something may get done about drainage. That may be another eight years! I am not willing to wait any longer! There is drainage and building going on right now on the south and east side of the school. Why not use this opportunity?

Why after eight years of paying taxes has nothing been done to keep Floradale's grounds up, yet Cashmere has beautiful grounds with paved walkways all around the school, well drained field and even railway ties to surround plant beds around their playground. How come there's money for all this yet Floradale can sit in the mud? I am not satisfied and I speak for many other parents in this area.

Yours truly,

Jean Fromow

(FROMOW)

17.

City of Mississauga

MEMORANDUM

Files: 16 111 75075
11 141 00039

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

July 23, 1979

SUBJECT: Deletion of noise abatement berm along the north property line of Lots 410, 411 and 412, Plan M-120, located east of Winston Churchill Boulevard and south of the proposed Highway 403 alignment.

ORIGIN: Engineering Agreement between Cadillac Fairview, The Region of Peel, and the City of Mississauga, dated October 7, 1975, for Plan M-120.

COMMENTS: Within the terms of the Engineering Agreement for Plan M-120 the Developer is to provide a 10-foot (approximately) high noise abatement berm as shown on the attached sketch. This berm in conjunction with the proposed M.T.C. berm, also shown on the attached sketch, was designed to provide the north limit of Plan M-120 with noise abatement measures as a result of the proposed 403 highway.

Recently, however, the Developer has requested that a portion of his berm over Lots 410 to 412 be deleted so that an existing well established woodlot may be preserved. The reason the Developer has requested that this berm be deleted is that the three residents who live at that location have requested that the berm be deleted in order to save the trees.

RECEIVED
REGISTRY No. 8555
DATE JUL 25 1979
FILE No. M120
CLERK'S DEPARTMENT

Accordingly, we recommend that the deletion of the required noise abatement works on Lots 410, 411 and 412 be permitted upon the registration on the titles of these lots an agreement in a form acceptable to our Legal Department and signed by the current owners of these lots. This agreement will cover the following:

1. Recognize that a noise abatement berm is to be provided by Cadillac Fairview for their protection against noise levels which will emanate from the proposed Hwy. 403 and associated ramps;
2. Waive the right to require Cadillac Fairview, the City, the Region, the M.T.C., or any other authori to provide this or any other noise abatement works for their lands now and in the future;

...2

COMMENTS - cont'd.

3. Have no objection to this waiver being registered on the titles of their lands such that future or prospective owners of these lots will be aware of its existence.

RECOMMENDATIONS:

1. That the required noise abatement berm works on Lots 410, 411, and 412, Plan M-120, which are outlined in the Engineering Agreement dated October 7, 1975 be deleted.

2. That an agreement be entered into between Cadillac Fairview, the City, and the Owners of Lots 410, 411, and 412, Plan M-120, agreeing that the berm will not be constructed.

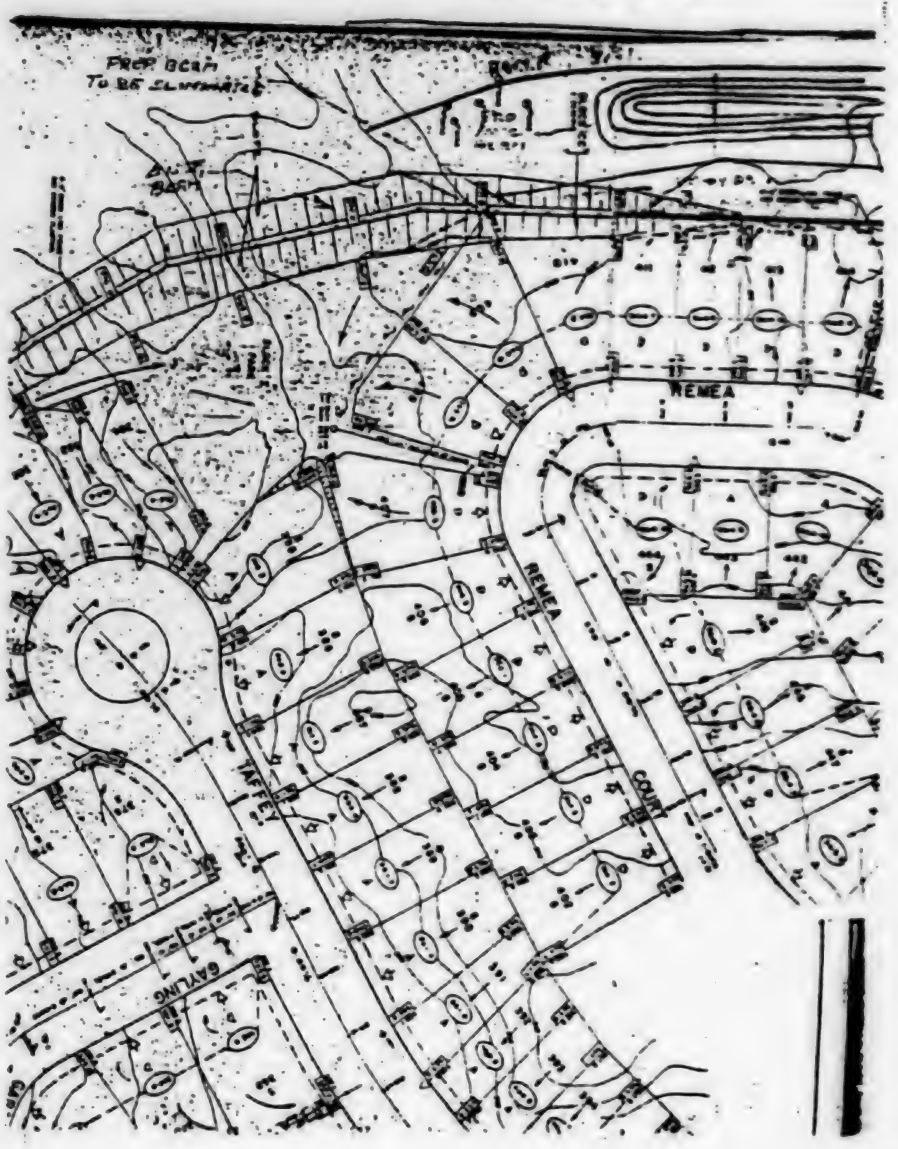
3. That the Agreement be registered on title of Lots 410, 411, and 412, Plan M-120.

AEM:dw
Encls.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie

17.6



FILE REF: 11 141 00039
13 211 00013
13 111 00003

City of Mississauga

MEMORANDUM

18.

Chairman and Members of the
Public Works Committee
City of Mississauga

From: William P. Taylor, P. Eng., Commissioner
Engineering and Works

July 6, 1979

LADIES & GENTLEMEN:

SUBJECT: Request to reduce hap-hazard parking on Stanfield Road.

ORIGIN: Complaint from Mr. A. McMurtrie.

COMMENTS: Mr. McMurtrie has advised this office of the parking conditions on Stanfield Road in that he feels it is uncontrolled and potentially hazardous especially for vehicles entering and exiting properties in the vicinity of the Stanfield Restaurant and its associated offices. We have reviewed Mr. McMurtrie's allegations and would support his concerns.

Currently there are no on-street parking restrictions on either side of Stanfield Road between the CPR crossing and the Queensway and it is our recommendation that to alleviate any further potential hazard, parking be prohibited at all times on the east side. This action we feel will control the on-street parking situation without creating any undue shortage of parking.

Also, this portion of Stanfield Road, although not signed, is currently by-lawed to prohibit parking at all times.

RECOMMENDATION: That signs be erected on the east side of Stanfield Road from the CPR crossing to the Queensway to prohibit parking at all times.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

Att.
JKM:mk

c.c. E.M. Halliday
All Commissioners
Mr. A. McMurtrie

RECEIVED
REGISTRY No. 7599
DATE JUL 10 1979
FILE No. 86-79.
CLERK'S DEPARTMENT

FILE REF : 11 141 00039
11 161 00011
13 211 00014

19.

MEMORANDUM

Chairman and Members of
Public Works Committee
City of Mississauga

William P. Taylor, P.Eng., Commissioner
Engineering and Works

July 23, 1979

LADIES & GENTLEMEN :

SUBJECT : Installation of all-way stop signs at the intersections of Cliff Road and Tedwyn Drive, and Cliff Road and King Street.

SOURCE : Councillor R. Starr and local homeowners.

COMMENTS : As a result of a request from Councillor Starr and local homeowners, we have reviewed traffic volumes at the intersections of Cliff Road and Tedwyn Drive and Cliff Road and King Street.

The traffic volumes satisfy the warrants for all-way stops and we are therefore, recommending their installation. However, we feel that a complete review of all traffic control measures within the Z-14 area should be undertaken.

RECOMMENDATIONS :

1) That all-way stops be installed at the intersections of Cliff Road and Tedwyn Drive, and Cliff Road and King Street.

2) That the attached draft by-law amendment to Traffic By-Law 444-79, be approved.

3) That a review of all traffic control measures in the Z-14 area be undertaken and a report submitted to the Public Works Committee by October 31, 1979.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RECEIVED
REGISTRY No. 8554
DATE JUL 26 1979
FILE No. 86-79
CLERK'S DEPARTMENT

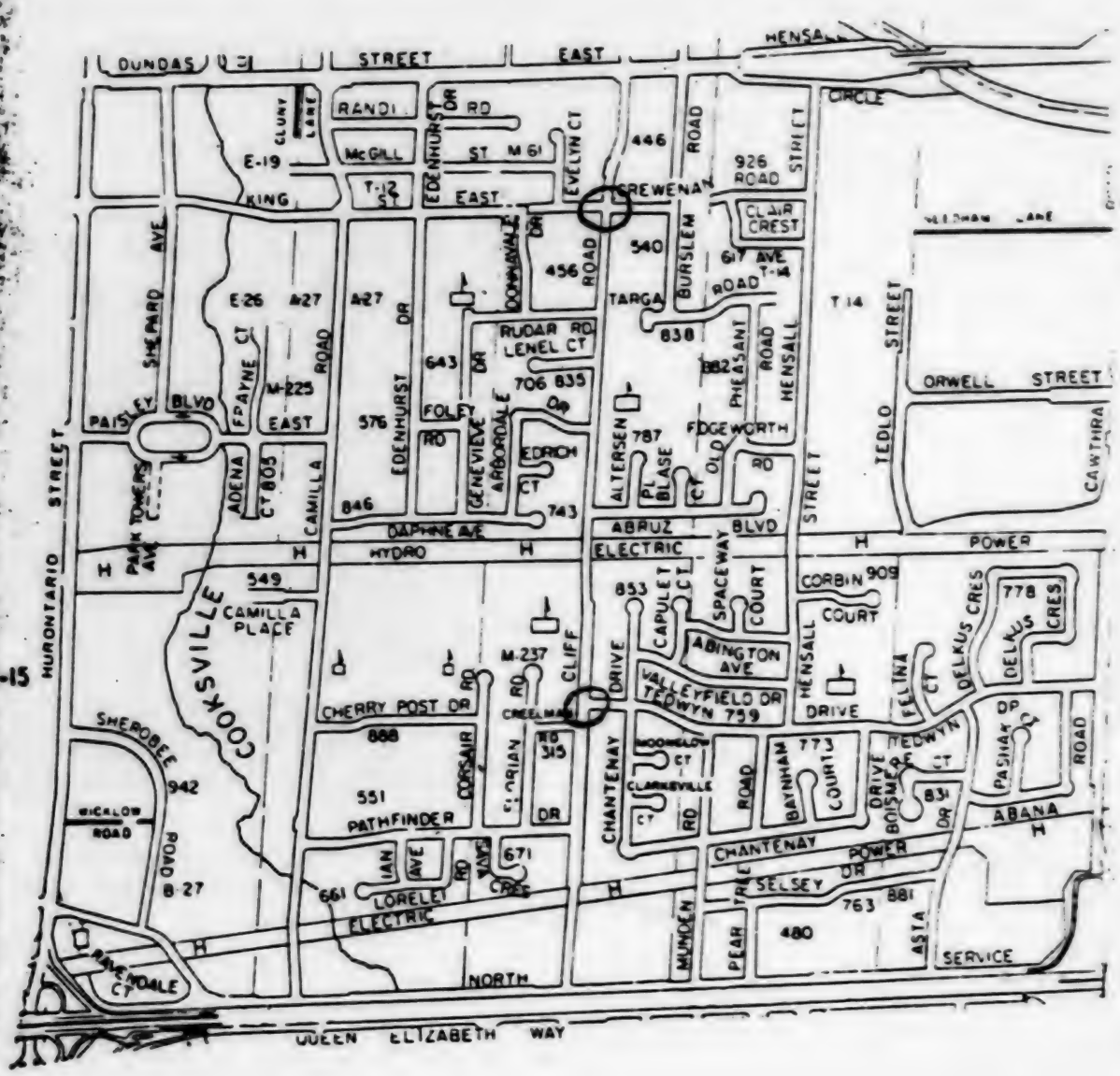
Att.

cc : E.M. Halliday
All Commissioners

RKW:jb

19.a

Z-21


DUNDAS STREET EAST
HENSALL CIRCLE
RANDI RD
McGILL ST
EDENHURST DR
EVELYN CT
CREWENA
926 ROAD
CLAIR CREST
KING EAST
E-19
T-12
CLUNY LANE
446
456 ROAD
540
617 AVE
T-14
TARGA
BURSLEM ROAD
838
RUDAR RD
LENEL CT
643
706 835
FOLEY RD
GENEVIEVE
ARBORDALE DR
882 PHEASANT ROAD
HENSALL
ORWELL STREET
TEDLO STREET
CAWTHRA
PAISLEY BLVD
SHEPARD AVE
E-26
427
427
FRAYNE CT
M-225 EAST
576
ADENA CT 805
CAMILLA ROAD
EDENHURST DR
846
787
ALTERSEN PL
BLASE CT
OLD FOLGE RD
DAPHNE AVE
HYDRO
ABRUZ BLVD
ELECTRIC
POWER
549
CAMILLA PLACE
853
CAPULET CT
SPACEWAY COURT
CORBIN COURT
909
778
DELKUS CRES
ABINGTON AVE
VALLEYFIELD DR
TEDWYN 759
HENSALL DRIVE
FELINA CT
DELKUS CRES
CHERRY POST DR
M-237
CLIFF DRIVE
888
SHEROBEE ROAD
942
WICKLOW ROAD
B-27
551
PATHFINDER
CORSAIR
CRESCENT
RD 315
DR
CHANTENAY DRIVE
ROCHELLE CT
CLARKEVILLE RD
BAYNHAM COURT
773
TEDWYN DRIVE
BOISMER CT
PASHAK DR
ROAD
ABANA
CHANTENAY
POWER
SELSEY DR
763
881
480
LORELEI
IAN AVE
KANE CRES
671
661
ELECTRIC
PINEDALE CT
NORTH
MUNDEN
PEARTREE
ASTA
SERVICE
QUEEN ELIZABETH WAY
HURONTARIO STREET
COOKSVILLE
Z-15
Z-7
Z-1

20.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
13 211 00207
13 211 00028

JM

The Chairman and Members of the
Public Works Committee

from Mr. William P. Taylor, Commissioner

dept. Engineering and Works

RECEIVED
REGISTRY No. 9354
DATE JUL 19 1979
49-79
FILE No. 139-79
CLERK'S DEPARTMENT

July 19, 1979

SUBJECT: Wilcox Road - Burnhamthorpe Road to Highway 403.

ORIGIN: Petition received from the residents of Wilcox Road - May 8, 1979.

COMMENTS: As a result of a previous report by us, which was approved by Council, the 'Stop' signs on Wilcox Road were reversed making Rathburn Road the 'through' street and Wilcox Road the 'stop' street. Wilcox Road is a local residential street and consequently carries low volumes of traffic. Rathburn Road is a major collector road and will eventually run from Etobicoke Creek to Creditview Road and will act as a major east/west traffic artery located in a corridor between Burnhamthorpe Road and Highway 403. Obviously, from a traffic standpoint, a 'Stop' sign on such a road could not be recommended.

With regards to the drainage problems, we would advise Committee that a report regarding the proposed adjacent development on Wilcox Road will be considered in the near future and the upgrading of Wilcox Road will be dealt with at that time.

RECOMMENDATIONS:

1. That an all-way 'Stop' sign not be placed at Rathburn Road and Wilcox Road and that Wilcox Road remain the 'stop' street.

2. As soon as the report on the adjacent development on Wilcox Road is dealt with by Council the residents be notified as to the arrangements for the upgrading of Wilcox Road from Burnhamthorpe Road to Highway 403.

WPT:AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R.G.B.Edmunds
Mr. D.A.R. Ogilvie
Mr. K. A. Cowan

20 a

Attn: J. V. Falke, Mtg.

PETITION

THE UNDERSIGNED EACH BEING RESIDENTS OF WILCOX ROAD AND TAXPAYERS OF THE CITY OF MISSISSAUGA, PROVINCE OF ONTARIO, DO HEREBY PETITION THE FOLLOWING TO THE CITY OF MISSISSAUGA, ITS COUNSILS AND DEPARTMENTS HEREIN CONCERNED:

1) We Petition that a four-way stop sign be erected at the intersection of Ratliburn and Wilcox Roads, the reason being to maintain a lower speed limit near a children's school bus stop area at the intersection and in the general area.

2) To clean road ditches on Wilcox Road for safety reasons.

DATED AT MISSISSAUGA

RECEIVED FILE

J Falke Mtg		79/05/10
R (A)	DS	
DD		

NAME	ADDRESS	DATE
[illegible]	4122 Wilcox Rd	May 2 79
[illegible]	4132 WILCOX RD	[illegible]
[illegible]	4106 WILCOX RD.	MAY 2 79
[illegible]	4115 Wilcox Rd	May 2/79
[illegible]	4115 Wilcox Rd	May 2/79
[illegible]	4107 WILCOX RD	May 2/79
[illegible]	4107 WILCOX RD	May 2/79
[illegible]	4092 WILCOX Rd	May 2 79
[illegible]	4100 Wilcox RD	May 2-79
[illegible]	4096 - WILCOX-Rd.	May-2-79.
[illegible]	4112 WILCOX RD	MAY 2 79
[illegible]	4126 WILCOX RD	MAY 2-79
[illegible]	4148 WILCOX Rd	May 3 79
[illegible]	4152 WILCOX RD	MAY 3 79
[illegible]	4156 WILCOX RD	MAY 3 79
[illegible]	4162 Wilcox Rd.	May 3, 79
[illegible]	4150 Wilcox Rd	May 3 79
[illegible]	4140 WILCOX RD	May 3/79
[illegible]	4196 Wilcox Rd	May 3/79
[illegible]	4226 WILCOX R	May 3 79
[illegible]	4224 Wilcox Rd	May 3/79

205

PAGE OF PETITION

NAME	ADDRESS	DATE
W. T. Kelly	4228 Wilcox Rd	May 3/79
[illegible]	4240 Wilcox Rd.	May 3/79
[illegible]	4246 Wilcox Rd	May 3/79
[illegible]	4247 WILCOX RD	MAY 3/79
[illegible]	4241 WILCOX	May 3/79
[illegible]	4121 "	May 5/79
[illegible]	4092	May 5/79
[illegible]	4101 "	May 5/79
[illegible]	[illegible]	[illegible]
[illegible]	4054 Wilcox Rd	May 5/79
[illegible]	4046 Wilcox Rd	May 5/79
[illegible]	4046 Wilcox Rd	May 5/79
[illegible]	4033 W. Wilcox RD	May 5-79
[illegible]	[illegible]	[illegible]
[illegible]	4034 Wilcox RD	MAY 5-79
[illegible]	4030 W. Lewis Rd	May 5-79
[illegible]	4026 W. Wilcox Rd	May 5-79
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	4371 Wilcox Rd	May 5, 79
[illegible]	4277 Wilcox Rd	May 5-79
[illegible]	4287 Wilcox Rd	May 5 79
[illegible]	4295 Wilcox Rd.	May 5/79
[illegible]	[illegible]	[illegible]
[illegible]	3097 Wilcox RD	May 5/79

20 C

PAGE OF PETITION

NAME	ADDRESS	DATE
Angela Bate	4323 Wilcox Rd	May 5 79
S Barnes	4329 WILCOX RD	MAY 5 . 79
Bruce Williams	4312 WILCOX RD	MAY 5-79
H Ruiz	4283 WILCOX RD	MAY 5-79
[illegible]	4283 WILCOX RD	MAY 5. 79
Mary Ruffin	" " "	" " "
E. Cyprowski	4278 Wilcox Rd	May 5/79
R. Padilla	4270 Wilcox Rd	May 5/79
M Rocha	4264 Wilcox	" " "
[illegible]		
R. Barrick	" "	May. 5-79
[illegible]	4225 Wilcox	May 5 79
[illegible]	4234 Wilcox "	May 5/79
D I Silva	4234 Wilcox	May 5/79
F Ferguson	4244 Wilcox	May 5/79
[illegible]	4234 Wilcox Rd	May 5th 79
Rose Fowler	4221 Wilcox Rd	May 5th 79
[illegible]	4207 Wilcox Rd	May 5/79
[illegible]	[illegible]	May 5/79
[illegible]	[illegible]	" 5/79
E. McFarlin	4195 Wilcox	"
A Gaskell	4195 Wilcox Rd	May 5/79
A. Torres	4175 WILCOX RD	MAY 5/79
[illegible]	4160 Wilcox Rd	May 5 79
[illegible]	4166 Wilcox Rd	May 5/79
R. Fuqua	4157 Wilcox	May 5/79
[illegible]	4157 Wilcox	May 5/79
Lucy Scott	4157 Wilcox	May 5/79

20 d

PAGE OF PETITION

NAME	ADDRESS	DATE
Helen M. Henderson	4157 Wilcox	May 5/79
Sally Stogsdill	4145 Wilcox Rd	May 5/79
Fred Stogsdill	4145 Wilcox Rd	May 5 '79
Bill Stogsdill	4145 Wilcox Rd	May 5/ 79
Sophie Stogsdill	4145 Wilcox Rd	May 5/79
Steve Gall	4135 Wilcox RD	May 5/79
[illegible]	4131 Wilcox Rd	May 5/79
Brian Mayfield	4131 Wilcox Rd	May 5/79
Lilla Mayfield	4131 Wilcox Rd.	May 5/79
[illegible]	4463 Wilcox RD	May 6/79
Jo Elstrom	4284 Wilcox Rd	May 6/79
Rocco Fazzari	4289 Wilcox Rd	May 6/79

City of Mississauga

MEMORANDUM

Files: 11 141 00039
11 121 00006
12 261 00010
11 321 81001
17 111 79042

21.

The Chairman and Members of the Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept Engineering and Works

RECEIVED
REGISTRY No. 8353
DATE JUL 19 1979
FILE No. 49-79 / 139-79
CLERK'S DEPARTMENT

REQUEST CARD NO. 249-79
Clerk's Files: 49-79, 139-79

July 19, 1979

SUBJECT: Requested repairs on Northmount Avenue.

ORIGIN: Petition from residents of Northmount Avenue dated May 10, 1979.

COMMENTS:

1. Request for speed limit signs and the installation of all-way 'Stop' signs.

We cannot support the installation of speed limit signs on Northmount Avenue as the present policy of the City is that the speed limit is 50 km/h unless otherwise posted. If speed limit signs were to be erected on Northmount Avenue, we can see no reason why this request would not snowball to all other local residential streets and the cost of same would be prohibitive. Radar surveys were performed on Northmount Avenue and the results indicated an average speed of 51.2 km/h and, therefore, there does not appear to be a serious speeding problem.

We cannot support the installation of all-way 'Stop' signs as the traffic volume is extremely low and the majority of the traffic is purely local in nature.

2. Request for streetlighting upgrading.

The present streetlighting on Northmount Avenue is between 25 and 30 years old and does provide for approximate levels of illumination of less than 50% of the now City standards. Northmount Avenue is by no means the only street that falls into this category as most of the streetlighting which was constructed in this era would be of the same illumination level.

...2

21.a

Subject: Requested repairs on Northmount Avenue.

COMMENTS - cont'd.

The logical solution to this problem would be to upgrade the streetlighting system which would involve placing new streetlights on direct buried concrete poles with underground wiring along the east side of the street. The estimated cost for these works is $50,000.00 and at the present rate of streetlighting financing we feel that Northmount Avenue should be included in the 1981 Capital Budget.

3. Drainage of backyards from 1402 Northmount Avenue to two blocks north.

The Works Department and the Parks Department will attempt to resolve this problem. The property in question is part of the Cawthra-Elliott Estate which is under the jurisdiction of the Parks Department. Drainage of this section of the estate has been a problem for many years because of the low elevation of the property.

RECOMMENDATIONS:

1. That no 50 km/h speed limit signs be erected on Northmount Avenue.
2. That no all-way 'Stop' signs be erected.
3. That Northmount Avenue streetlighting upgrading be included in the priority list for the 1981 Capital Budget which will be considered by the 1981 Council.
4. That the Works Department work in conjunction with the Parks Department to attempt to resolve the drainage problem as soon as possible.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R.G.B. Edmunds
Mr. D.A.R. Ogilvie
Mr. K. A. Cowan
Mr. D. Rae

[redacted]

May 10, 197[redacted]

RECEIVED
JUN 7 1979
MAYOR'S OFFICE

21.6

Mayor & Ward Councillors,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Re: NORTHMOUNT AVENUE,
Mississauga, Ontario

Dear Sirs:

We, as residents of Northmount Avenue, would like to draw to your attention some improvements and repairs that we feel are necessary to maintain our area.

1) The speed limit on this street is not posted, and in many cases drivers are driving extremely recklessly, occasionally in excess of 50mph. We would request that you erect posted speed limits, as well as occasional stop signs, in order to protect the children and residents.

2) At present time there are street lamps only on one out of every three posts. This contributes to a dangerously unlit street, which when combined with the present speed of traffic makes it very hazardous for residents.

3) With reference to the back of the properties from 1402 Northmount Avenue and continuing two blocks north, west side: There was a ditch behind these properties, and this is necessary as the undeveloped land behind the properties is several inches higher than the back yards. This has resulted in soil erosion and damage to the properties involved. The run off has caused the drainage ditch to become clogged, and the water is unable to follow the drainage channel, and flows onto the residents properties as a result. We would request that this ditch be cleared to enable it to function once again.

WPT

We collectively feel that at the present time we are paying a heavy tax burden, but do not seem to be getting the services these taxes are levied to provide. The improvements we have requested are not excessive but only necessary in order to maintain a healthy, safe neighbourhood. We feel that these improvements should be effected immediately, without additional tax burden to ourselves.

...../2

DEFERRED TO W. TAYLOR
FOR REPORT TO PUBLIC WORKS

Request for Report #249-79

21.C

Following is a list of concerned residents, taxpayers and electors.

We would appreciate hearing from you as soon as possible.

Sincerely,

Residents of Northmount Avenue,
Mississauga, Ontario.

Residents Representative: MANUEL GOUCHAT
1412 NORTHMOUNT AVE
274-9438

- Ralph Gouveia — 1402 NORTHMOUNT AVE
George Hyvert - 1416 NORTHMOUNT AVE
Albi Lamptic - 1438 NORTHMOUNTH AV.
Luis Melo - 1434 Northmount ave.
D. Stark 1450 Northmount Ave
E. Hunter 1442 NORTHMOUNT AVE.
L. Bridges 831 Ninth st
M Mills 843 Ninth st
Augustinho Ramos
838

- NINTH ST
Lucy Martins 851 Ninth St.

Laura Condovedo 12 18 Northampton Ave Mrs
Maria Rinaldo 1221 North ave S. Miss 21. d
Blanche Barbagallo 1715 North ave Miss
Jose da Costa 1950 northampt- ave. Mrs
Manuel Antonio 1225 northampt. ave:
Jose M. Lima 857 NORTHAMPTON
Maria da [illegible] 871 NORTHAM ...

836 NINTH ST,
TEL - 271-1766

1428 NORTHMOUNT AVE., MISS., ONT. L5G 1H.
TEL-278-4722

1424 NORTHMOUNT AVE MISS. ONT.

1420 Northmount -

1408 Northmount Ave

1417 NORTHMOUNT. AVE

1513 NORTHMOUNT. AVE

1505 NORTHMOUNT. AVE

1515 NORTHMOUNT. AVE

1504 Northmount Ave

1509 NORTHMOUNT AVE

1527 Northmount Ave

1523 Northmount ave

1523 Northmount. Ave

1420 Northmount available
97% of the time

[illegible] 1544 [illegible]
Maria Costa 1544 North Mount AVE.
Mayo- Flower 1542 Northmount AVE 21.f
Walter H.C. Bakkeford 1549 Northmount Ave
Dromore Commun[illegible] 1553 NORTHMONT.
John Jewal 1557 northmount ave
Shirley McLellan 1563 Northmont
Dot Ryder 1567 Northmount Ave
Earl Ryder 1567 Northmount Ave
[illegible] 1566 NORTHMOUNT AVE
[illegible] 1566 NORTHMOUNT AVE
[illegible] 1572 NORTHMOUNT AVE.
[illegible] 1548 Northmount Ave
Helen Clifford 1573 Northmount Ave
Irene Clifford 1548 Northmount Ave
P. Clifford
M. Turner 1530 North[illegible]
R. Beare 1512 Northmount Ave
Margaret [illegible] Northmount Ave
Jeanette Campbell 1473 Northmount Ave. Mississauga
Thomas Campbell 1473 Northmount Ave.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00032

22.

To: The Chairman and Members
Public Works Committee
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept.: Engineering and Works

July 3, 1979

LADIES & GENTLEMEN :

SUBJECT : Proposed All-way Stop at Glen Erin Drive and Folkway Drive.

SOURCE : Engineering and Works Department.

COMMENTS : Presently Glen Erin Drive does not extend north of Folkway Drive and it is anticipated that it will not be extended across the proposed Highway 403 for a number of years.

Therefore, due to the physical nature of this intersection it is desirable to implement an all-way stop to better control the traffic movements. At present east-west traffic on Folkway Drive is required to stop and northbound traffic on Glen Erin Drive has the right-of-way.

RECOMMENDATIONS : 1) That an all-way stop be implemented at the intersection of Glen Erin Drive and Folkway Drive.

2) That the attached draft by-law to amend by-law no. 444-79, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RECEIVED
REGISTRY No. 7312
DATE JUL 0 1979
FILE No. 86-79
CLERK'S DEPARTMENT

Att.

cc : E.M. Halliday
All Commissioners

:jb

RECEIVED
REGISTRY No. 1996
DATE JUL 11 1979
CLERK'S DEPARTMENT

FILE REFERENCE: 11 141 00039
13 211 00049
13 211 00207
11 161 00011

23.

Chairman and Members of the Public Works Committee

FILE No. 28-T2

William P. Taylor, P. Eng.
Engineering and Works

July 10, 1979

SUBJECT: Request for 4-way stop at the intersection of Scarboro Street and York Street.

ORIGIN: Councillor F. J. McKechnie.

COMMENTS: Councillor McKechnie has suggested that a 4-way stop is needed because of the bad bend on Scarboro Street at York Street, and because of the number of children using the intersection.

Although the traffic volume warrants for a stop sign are not satisfied, there is a fair amount of traffic using the intersection, which is on a route connecting sections of Malton north/east and south/west of the CNR tracks.

The odd geometric design of the intersection results in a wide expanse of pavement and, therefore, a 4-way stop may be of some minor advantage at this location. We have some concern, however, that traffic backups could occur onto the CNR tracks, which are located about 7-8 car lengths from the intersection.

As a result of our observations we would recommend that an all-way stop be installed at this location.

RECOMMENDATION: 1 - That this report dated June 29, 1979, recommending an all-way stop at the intersection of Scarboro Street and York Street be adopted.

2 - That warning signs be installed on Scarboro Street advising motorists not to stop on the railway tracks.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
cc. E. M. Halliday,
All Commissioners,
J. V. Falke.

BEVERLEY STREET
YORK
RAILWAY
SQUARBORO
STREET
RIPON STREET
IRONSTONE CT.
AIRPORT
HULL STREET
CHURCH ST.
HARROW
DERRY RD.
THE MET. TOR. & REG. CON. AUTH.
CITY OF MISSISSAUGA
Engineering Department
Traffic Section

City of Mississauga

MEMORANDUM

Files: 12 111 00015
12 211 79010
11 141 00039

24.

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

REQUEST NO. 74-79

July 25, 1979

SUBJECT: Snow removal from City sidewalks.

ORIGIN: Council Resolution No. 160 - February 26, 1979.

COMMENTS: City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering and Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

RECEIVED
REGISTRY No. 8664
DATE JUL 20 1979
FILE No. 24-79
CLERK'S DEPARTMENT

It should also be noted that Council, during its 1979 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending we continue to plow are attached. The by-law relating to this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately $200,000.00. The estimated cost if the City only plowed the reverse frontages, etc., as outlined in Schedule 'A' of the by-law, would be in the order of $90,000.00 which would result in a saving of approximately $110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is $160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as tenders for snow removal equipment are called during the last two weeks in August of each year.

...2

24.a

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS:

1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

   OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw
Attach's.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie
Mr. D. Debenham
Ms V. MacLean

FILE REF : 11 141 00039
13 211 00017

25.

Chairman and Members of
Public Works Committee
City of Mississauga

William P. Taylor, P.Eng., Commissioner
Engineering and Works

July 19, 1979

Request No. 162-79
File No. 137-79

LADIES & GENTLEMEN :

SUBJECT : Dundas Street and Robinson Street.

SOURCE : Traffic Safety Council of March 28, 1979.

COMMENTS : At its meeting on April 9, 1979, Council adopted a recommendation of the Traffic Safety Council based upon a report prepared by the Engineering and Works Department dated February 12, 1979. That report dealt with traffic conditions on Dundas Street in the Erindale Village area including a request for traffic signals.

RECEIVED
REGISTRY No. 8681
DATE JUL 20 1979
FILE No. 137-79
CLERK'S DEPARTMENT

One of the recommendations was that concrete curbs be installed across the front of the food store and bank on the north side of Dundas Street immediately opposite Robinson Street. The Traffic Safety Council did not support this recommendation and requested "that a further study be done by the Engineering Department to determine the best means available to prohibit the backing of vehicles onto Dundas Street from the parking areas in front of the food store and the bank".

There has been considerable discussion of traffic in this area in relation to the proposed development of the Squash Club at Nanticoke Road. It remains the position of the Engineering Department that traffic signals are not warranted at the Dundas Street/ Robinson Street intersection. Furthermore, we cannot recommend any alternative to the concrete curbs to prevent the backing of vehicles on to Dundas Street.

continued ...

25.a

SUBJECT : Dundas Street and Robinson Street.

COMMENTS :
continued ...

However, the residents have identified the need for some assistance for pedestrians crossing Dundas Street. As a result of discussions at a recent public meeting concerning the proposed Squash Club development, we are suggesting the installation of a centre island on Dundas Street at Robinson Street complete with KEEP RIGHT signs and flashers. The island would be located on the existing centre left-turn lane and run easterly from Robinson Street. It would provide a median refuge area for pedestrians thereby dividing the crossing movement into two separate movements, each across a two lane, one-way roadway.

This island (as illustrated on the attached sketch) would prevent left-turns from westbound Dundas Street into Robinson Street. However, all other movements (that is right-turns in and out, and left-turns out) at Robinson Street would be maintained. This left-turn movement from westbound Dundas Street could be made at Proudfoot Street. It is proposed that signs be erected to so advise motorists.

The island would also prevent left-turns from eastbound Dundas Street directly into the bank driveway. These movements could be accommodated properly only if the previously proposed island was installed on the north boulevard in front of the food store and bank with re-orientation of angle parking to parallel parking. If this was done, left-turns to the bank could occur into the food store driveway and across the front of the food store and bank to the bank parking lot.

The following are recommended to be included in the 1980 budget, and Recommendations 2 and 3 can only be implemented after the funds have been allocated for Recommendation 1.

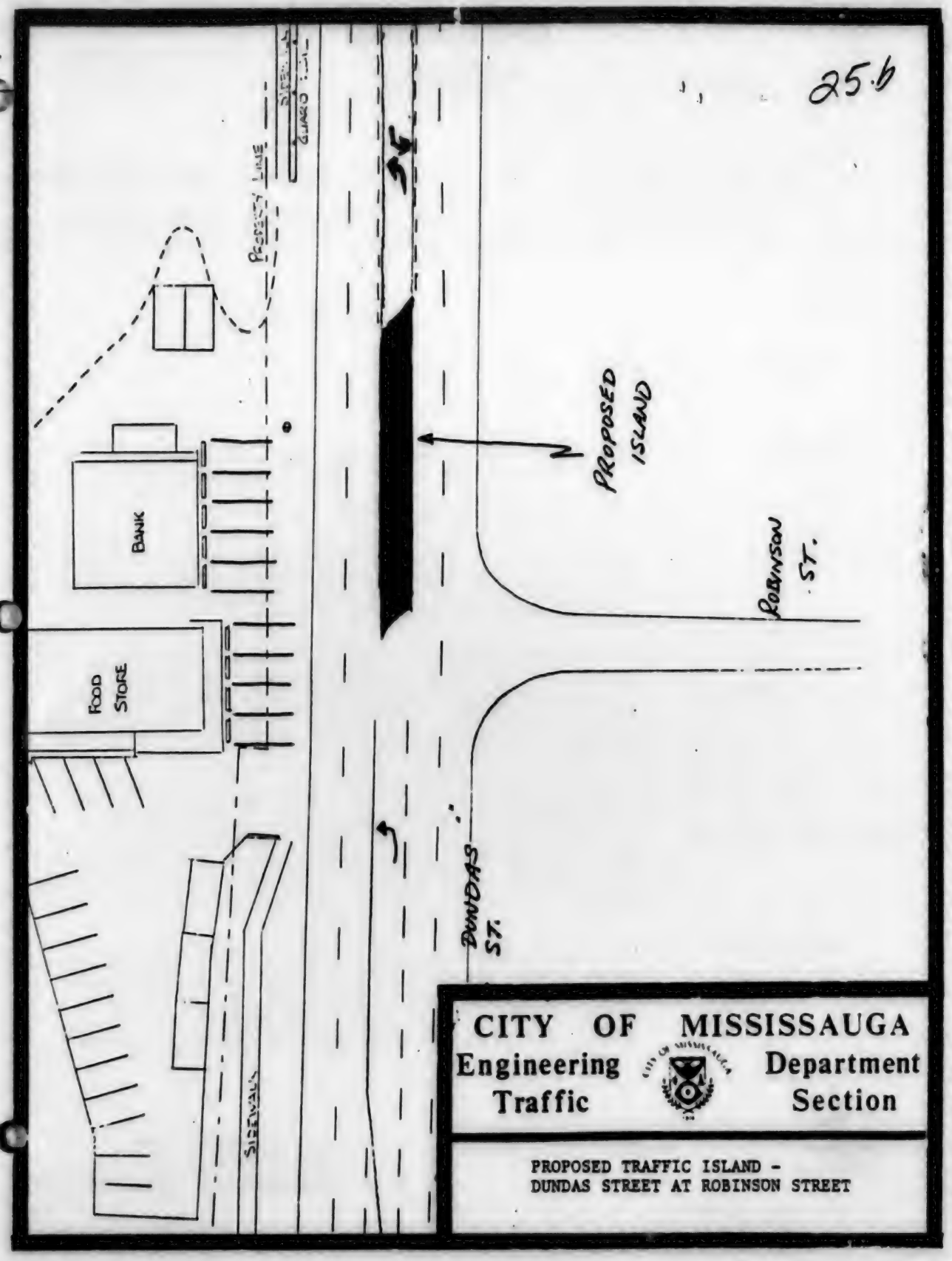
RECOMMENDATIONS:

1) In the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, it is recommended that a centre island be constructed on Dundas Street complete with "KEEP RIGHT" signs and flashers.
2) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.
3) That the necessary signs be erected to advise motorists that eastbound left-turns at the bank driveway are prohibited.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
RKW:jb
cc : E.M. Halliday
All Commissioners

25.6



CITY OF MISSISSAUGA
Engineering Department
Traffic Section

PROPOSED TRAFFIC ISLAND -
DUNDAS STREET AT ROBINSON STREET

26.

City of Mississauga

MEMORANDUM

Our file : 11 121 00006
11 141 00039

To The Chairman and Members of
The Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,

Dept Engineering and Works Department

July 24, 1979

CLERKS DEPT. FILES 139-79
49-79

SUBJECT : Ninth Street Reconstruction from approximately 300' west of Northmount Avenue to 300' east of Alexandra Avenue.

ORIGIN : Request for report #256-76.79

COMMENTS : Council at its meeting of June 11, 1979, received a petition from the area residents of Ninth Street requesting updating and reconstruction of the roadway to the above limits. (A map is attached for reference).

RECEIVED
REGISTRY No. 8682
DATE JUL 26 1979
FILE No. 139-79
49-79
CLERK'S DEPARTMENT

The existing roadway is surface-treated with side ditches to conduct storm water to the outlet points. It appears in the 1-5 year deficiency category in our Road Needs Study, 1978 Update (Section #492). The report recognizes the structural deficiency of the road system and recommends reconstruction within the 1-5 year time frame.

A 1979 preliminary cost of $240,000.00 has been established as the amount required to reconstruct Ninth Street to a urban standard section with concrete curb and gutters, storm sewers and asphalt running surface. It is anticipated that M.T.C. subsidy in the amount of $110,000.00 could be normally obtained leaving $131,000.00 to be assessed directly to the City.

RECOMMENDATION : That Ninth Street from approximately 300' west of Northmount Avenue to 300' east of Alexandra Avenue not be considered for reconstruction in the 5 year Capital Budget forecast through to 1983. The reason for deferment of the work is attributed to higher priority projects and lack of budget allocations.

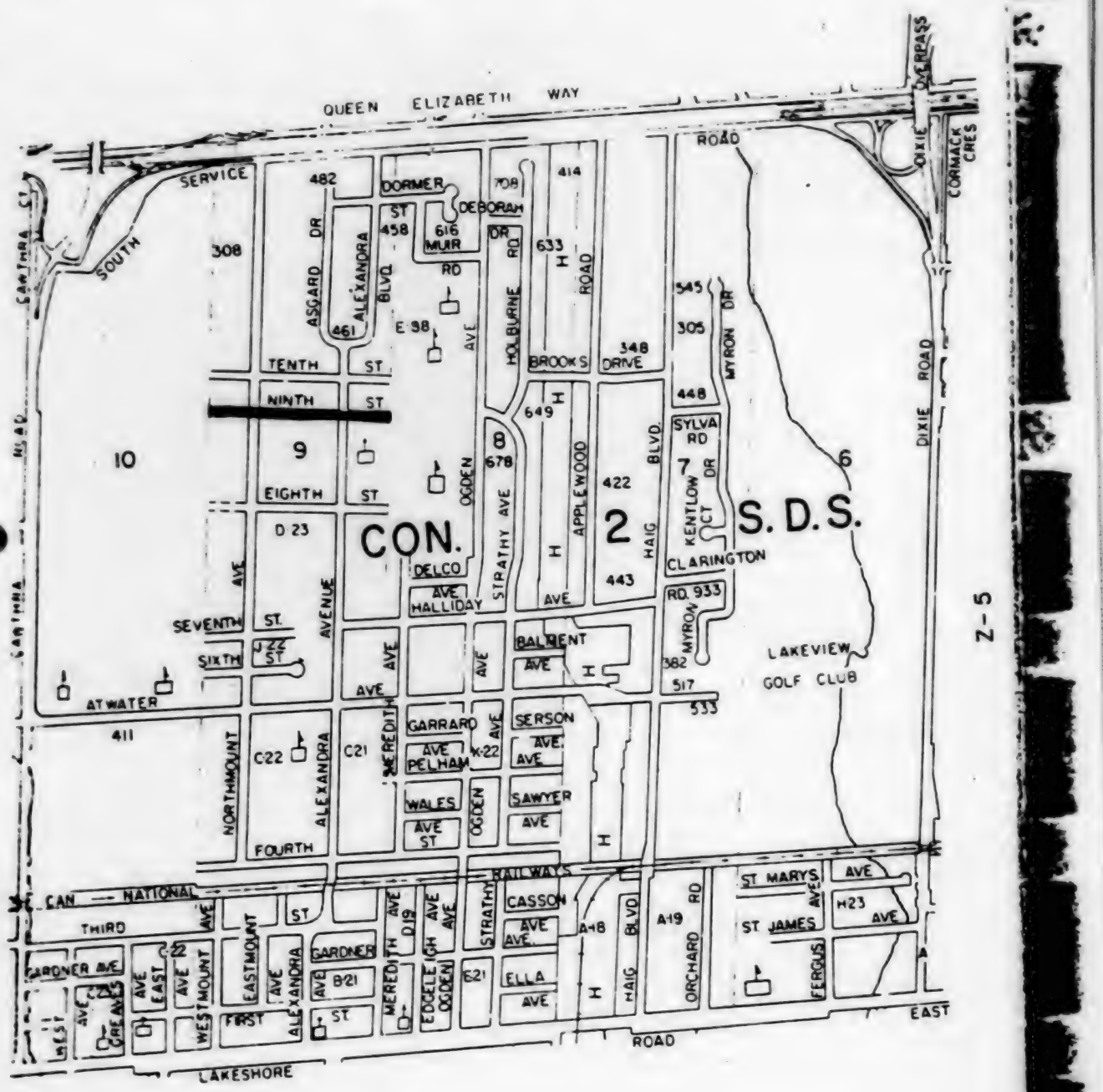
BES:sa

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

cc : City Manager
All Commissioners

26.a

Z-13



Z-5

Z-1

Z-6

26.b

We, the residents of Ninth Street, Mississauga, would like our ditches filled in, the road paved and curbs installed:

	NAME	ADDRESS	
1	[illegible]	958 9TH ST.	274-6866
2	[illegible]	" "	"
3	Rosalia Zuccaro	964 9TH ST	274-2691
4	Zuccaro Tommy	" "	"
5	Cathie McNeil	953 9th St	274-3514
6	Joan Dunn	950 Ninth	278-9244
7	[illegible]	950 Ninth	278-9244
8	Florence Miele	946 Ninth St.	278-6264
9	[illegible]	942 NINTH ST	274-5938
10	Mr. & Mrs F. Martin	920 NINTH ST	278-0942
11	Mr. & Mrs R. Laughland	916 - 9th St.	278-0502
12	Mr & Mrs [illegible]	910 Ninth St	278-6686
13	Mr. & Mrs. R. Lawlin	905 - Ninth St	274-3017
14	Mrs. Mrs. M. McGeragher	895 Ninth St	274-4955
15	Mr. & Mrs L. Bygrave	882 Ninth St.	278-6806
16	Mrs G. Hancock	848 Ninth St	278-3066
17	F. Meikle	831 - Ninth.	278-~~7587~~
18	M. Mills	843 - Ninth	278-3515
19	Ruth Hancock	840 Ninth St.	278-9637
20	[illegible]	833 9 St.	278-1000
21	Lucy Martins	851 9 St.	274-5130
22	M. Attrio	857 9th St.	278-8540
23	[illegible]	870 - 9th St	275-7642
24	Mr. Mrs Mackenzie	873 9 St.	278 0428
25	M. Mackenzie	873 - 9 St.	278 0428
26	M. [illegible]	877 9th	278-1586

[illegible] Electric Motors	
274. 8877	
Bernadille [illegible]	
John Burk	
Margaret Brewers	
Lillie Lange	
Jens Jukarsen	911 Ninth Ave.
Mrs. Mrs L. Mackenzie	912 - 9th ave
Mr. Mrs [illegible] Pulskamus	906 9th St.
Mrs Mrs. H. Mandonald	902 Ninth St.
Mrs A. Verstraete	899 Ninth St.
H Thomson	891 Ninth St
D Sheppard	871 Ninth St.
D Thompson	811 Ninth St.
[illegible]	
J Riley C	813 Ninth St

The first Old Saheriew is going to the Sluice

27.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 17 111 74144
17 111 74145
11 141 00028

REQUEST NUMBER 85-78

Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

July 4, 1979

SUBJECT: Grade Separations (Clarkson Road - C.N. and Lorne Park Road - C. N.)

ORIGIN: Council Resolutions a) #811 - November 4, 1974
b) #1419- October 25, 1976

COMMENTS: On November 4, 1974, the Engineering Department was authorized to take appropriate measures to obtain a functional report on the above grade separations. The report was to contain construction options and recommend a scheme to enable Council to make a decision regarding inclusion of the Clarkson Road and Lorne Park Road Grade Separations in the 1975 and 1976 Capital Budget.

The Consultant and City staff combined to complete the two studies, hold public meetings and present the proposals to Council for their recommendation. On March 8, 1976, Council adopted the proposals ir principle, as prepared for the two locations.

On October 25, 1976, Council adopted Resolution #1419 which reaffirmed their earlier discussion,as follows:

"a) That the Council of the City of Mississauga reconfirm its adoption in principle of the recommended scheme proposed by Proctor and Redfern for the Lorne Park Grade Separation at the C.N.R. and the recommended scheme proposed by Maksymec and Associates for the Clarkson Road Grade Separation.

RECEIVED
REGISTRY No. 7096
DATE JUL 5 1979
FILE No. 103-79.
CLERK'S DEPARTMENT

b) That the land required for each of these recommended schemes be protected from any future development in order that construction could take place in the future when increased traffic and train volumes make such imperative.

c) That the City of Mississauga continue to discuss with the Canadian Transport Commission and the Railway, the possibility for the funding of pedestrian grade separations as an alternative to full scale grade separations,since the major problem at many of these locations is the pedestrian conflict."

continued.....

Chairman and Members of the Public Works Committee - continued

COMMENTS: (continued)

The Engineering Department has been in contact with the Rail Authority and the Canadian Transport Commission and has forwarded a submission for a pedestrian facility in adherence to Part (c) of the above recommendation. The City is awaiting a reply from both agencies as to their support of our application.

The City Property Agent, according to Council's earlier direction, has secured land through purchase or conveyance for a full separation at both locations.

At the present time there is a property acquisition pending for the Lorne Park Grade Separation and we feel that no further land should be acquired due to the fact that the Clarkson Road Grade Separation was deleted from the 5-year Capital Budget, and the Lorne Park Grade Separation is not included in the 5-year Capital Budget. In addition, we have limited funds available for property acquisition for projects which will proceed in the 5-year period.

RECOMMENDATIONS: 1 - That no further property negotiations or acquisitions take place for lands required for a full railroad Grade Separation at Clarkson Road and Lorne Park Road until such time as these projects appear in the 5-year Capital Budget.

2 - That Council Resolution #1419, adopted October 25, 1976 be rescinded.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
A. E. McDonald.

27.b

Moved by: M. Spence #811
Seconded by: H. Kennedy

Council Nov 4/74

WHEREAS the level crossings at Clarkson Road and Lorne Park Road are #1 and 2 priority on the grade separation priority report of the City of Mississauga Engineering Department;

THEREFORE BE IT RESOLVED that the Engineering Department of the City of Mississauga take the appropriate measures to bring forth a report to Council to enable them to make a decision regarding the inclusion of these grade separations in the 1975-1976 budget;

AND FURTHER BE IT RESOLVED that the council of the City of Mississauga request the Canadian Transport Commission to ensure that pedestrian crossings at Clarkson Road and Lorne Park Road be improved by the immediate erection of pedestrian barriers over the sidewalk.

CARRIED

City of Mississauga

MEMORANDUM

Our files : 11 141 00039
22 161 00001

28.

The Chairman and Members of
The Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept Engineering and Works Department

July 26, 1979

SUBJECT : Gas & Petroleum Pipelines within City limits.

ORIGIN : Request for Report #282-79

COMMENTS : Mr. M. Yewer has addressed a concern to the Mayor requesting information as to contingency plans in effect relating to possible explosions or rupturing of natural gas or petroleum pipelines within the City boundaries.

The Engineering Department has inserted into each Capital Works Contract a standard clause to ensure that utmost safety precautions are taken by the contractor performing the work.

The City requires that the contractor must ascertain directly from the gas or pipeline company the location, size and extent of their services within the work area.

The location of the plant is then marked out on the ground by the respective utility representatives employing the accepted colour code for each type of utility. All construction personnel are then aware of their presence.

Prior to the commencement of any excavation in the area of gas or oil pipelines, a Consumer Gas or Oil Pipeline Inspector must be on site. There is a minimum time requirement of 24 hours notice to ensure that schedules for the contractor and utility personnel may be compatible.

The contractor may be required, at the Inspector's request, to place random testholes, hand dug,to verify locations and cover of the mains.

The Engineering Department also requires specific minimum clearances, both vertical and horizontal, to be maintained between each utility and that of the gas and/or oil pipeline.

All backfilling operations are carefully undertaken by the contractor with full inspection by the Utility Inspector. Upon completion of the work, each crossing or site requires a "sign off" sheet of acceptance by the Utility Inspector for the City's record and file.

..... continued .....

28.a

To : The Chairman and Members of
the Public Works Committee

July 26, 1979

RECOMMENDATION : That the Engineering Department's report dated July 26, 1979 be received detailing the safety precautions being carried out during the execution of all City of Mississauga Capital Programmes in the vicinity of existing oil and/or gas pipelines.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

cc : City Manager
Commissioner of Building
Commissioner of Planning
Commissioner of Finance
Commissioner of Rec. & Parks

BES:sa

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

29.

Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

RECEIVED
REGISTRY NO. 8412
DATE JUL 20 1979
FILE NO. 139-79
CLERK'S DEPARTMENT

July 19, 1979

SUBJECT: 1979 Maintenance Expenditures.

ORIGIN: Engineering and Works Department.

COMMENTS: This report is to deal with our Maintenance expenditures as of June 30, 1979. We wish to advise Committee that as a result of a recent analysis, and without any adjustments, we are projecting a $712,000.00 gross overexpenditure, and a $443,000.00 net overexpenditure in our Maintenance Accounts as of December 31, 1979.

In order to reduce this overexpenditure we are recommending that we immediately reallocate the following gross amounts to Emergency Storm Sewer Repairs, which at the present time has a gross overexpenditure of $140,000.00 and is projected, if the balance of the work is done, to reach $195,000.00 minimum by the end of the year.

The amounts to be reallocated are: -

$15,000.00 from the Hot Mix Asphalt Account
$30,000.00 from the Summer Activities Accounts
$50,000.00 from the Ditching Account

$95,000.00 in total.

In addition, we are recommending that the balance of the overexpenditure, along with the additional $55,000.00 worth of work still to be carried out on Emergency Storm Sewer Repairs, should be made available from our 1978 Capital Account - City Participation in Storm Sewer Oversizing.

If the above is endorsed by Council we would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit.

continued...

29.a

Chairman and Members of the Public Works Committee - continued

COMMENTS: The other area where we anticipate a large deficit is our Yard Bin Account, where we project an overexpenditure of $198,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Program.

We have advised the Region that the landfill charges which the City of Mississauga is being asked to pay this year in total have increased from $84,000.00 in 1978 to an estimated $225,000.00 in 1979. Based on this increase we have asked the Region to review this matter in the hope that they could absorb the $140,000.00 increased charges for 1979. If the Region should agree to absorb the $140,000.00, this would reduce our overexpenditure to approximately $20,000.00

RECOMMENDATIONS:

1 - That $95,000.00, as indicated in the report of the Commissioner of Engineering and Works dated July 19, 1979, be reallocated from various maintenance activities to Emergency Storm Sewer Repairs.

2 - That $100,000.00 from the 1978 Capital Budget - City Participation in Storm Sewer Oversizing - be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

3 - That any additional Storm Sewer Emergency Repairs be made as required by the Commissioner of Engineering and Works, and that a report be made as soon as possible to the Public Works Committee requesting additional funds.

4 - That the Region of Peel be requested to eliminate the dump charges for the City of Mississauga Yard Bin Program.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
D. J. Debenham.

William P. Taylor, P. Eng.,
Commissioner.

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS

DATE: JULY 26, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	July 30/79	12
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	June 30/79	6
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Jan. 10/80	7
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Aug. 30/79	6
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Aug.18/79	4
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	June 12/79	2
23-79	Eng. & Works	Traffic Problems-Orchard Heights Community	Council, Jan.15.79	Sept.30/79	4
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Aug. 30/79	2
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Sept.15/79	2
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Sept.15/79	2

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS

DATE: JULY 26, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2
74-79	Eng. & Works	Preparation of a by-law with respect to snow removal from sidewalks by residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Sept.15/79	2
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Aug. 30/79	2
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
179-79	Building	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	July 31/79	1
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
249-79	Eng. & Works	Northmount Avenue repairs	Petition dated May 10/79	Aug. 18/79	0
255-79	Eng. & Works	Traffic Conditions on Thornlodge Dr.	Petition dated May 30/79	Aug. 1/79	0
256-79	Eng. & Works	9th Avenue Improvements	Petition dated June 11/79	Aug. 31/79	0

30.a

30.b

PUBLIC WORKS — SUMMARY OF UNFINISHED BUSINESS — Page 3

DATE: JULY 26, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
260-79	Eng. & Works	Noise - North Service Road	Letter dated June 5/79 from North Applewood Homeowners' Assoc.	Aug.29/79	0
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Aug. 2/79	0
282-79	Eng. & Works	Public Safety-underground gas pipe lines	Letter dated June 27/79 from Murray Yewer	Sept.30/79	0
284-79	Eng. & Works	Noise Abatement Problems on Arterial Roads for existing developments	Public Works Committee of June 15/79	Aug.26/79	0
291-79	Eng. & Works	Control of traffic in vicinity of Indian Road and Tecumseh Park Drive	Letter dated July 3/79 from Mr. B. Aikman	Aug.30/79	0
298-79	Eng. & Works	Prohibition of Heavy Trucks on Winston Churchill Boulevard	Council of July 9/79	---------	------

PUBLIC WORKS
JULY 26, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.

30.d

PUBLIC WORKS
JULY 26, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980
Argentia Rd./CPR Grade Separation - Request from Markborough properties	Public Works Comm. June 15/79	Councillor Dear & P. Carlson to review matter with W.P. Taylor & residents of area.

City of Mississauga

MEMORANDUM

To Mr. J. Murray — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

August 14th, 1979

RE: File 139-79 - Public Works Committee
(August 2, 1979, Report No. 7-79)

Council, at its meeting held on August 13th, 1979, adopted the report of the Public Works Committee meeting held on August 2nd, 1979, subject to the following amendments:

Item 112 - amended to read:

"That all applications to Council for preservicing of subdivisions be made by the Commissioner of Engineering and Works to Council and that the policy entitled "Pre-Servicing of Subdivisions" dated July 11, 1979, be approved."

Item 126 - part (b) to read:

"(b) That all-way stop signs be erected at Northmount Avenue and Eighth Street."

Item 129 was deleted and referred directly to Council. Council, on August 13th, 1979, referred it to the General Committee meeting of August 15th, 1979.

...../2

Item 132 was amended by the addition of part (b) to read:

"(b) That the following sections of recommendation (1419) passed by Council on October 25, 1976, be rescinded:

"(i) That the Council of the City of Mississauga reconfirm its adoption in principle of the recommended scheme proposed by Proctor and Redfern for the Lorne Park Grade Separation at the C.N.R. and the recommended scheme proposed by Maksymec and Associates for the Clarkson Road Grade Separation.

(ii) That the land required for each of these recommended schemes be protected from any future development in order that construction could take place in the future when increased traffic and train volumes make such imperative."

That the following section of recommendation (1419) be reconfirmed:

"(iii) That the City of Mississauga continue to discuss with the Canadian Transport Commission and the Railway, the possibility for the funding of pedestrian grade separations as an alternative to full scale grade separations, since the major problem at many of these locations is the pedestrian conflict."

Item 134 was referred back to Public Works for further consideration.

Joan per L.St.

JJL/lw

Joan

CITY OF MISSISSAUGA

M I N U T E S

MEETING #7

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	THURSDAY, AUGUST 2, 1979
PLACE OF MEETING:	COMMITTEE ROOM 'A'
MEMBERS PRESENT:	Councillor K. Dear, Chairman Mr. P. Carlson, Vice-President Councillor L. Taylor Councillor R. Starr Councillor S. Mahoney Mr. F.J. Dale Mr. A.S. Nemetz Mr. B. Belford
MEMBERS ABSENT:	Councillor F. Hooper Mr. R.B. Martin
STAFF PRESENT:	Mr. A. McDonald, Director of Maintenance Engineering Mr. W.P. Taylor, Commissioner of Engineering and Works Miss V. MacLean, Director of Legal Services Mr. J. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated July 3, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, in which he recommended that the proposed plans of subdivision for Dunbourne Holdings, T-77049; Heldar Holdings, T-79009; Whitehall Developments, T-78047; Sylco Construction, OZ-83-75, not be serviced or registered until 1980 or when the reconstruction of Wilcox Road is included in the Capital Budget and that the aforementioned developers cover the cost for the reconstruction of Wilcox Road and Meadows Boulevard.

   Mr. Taylor further advised that these recommendations had been prepared by the Engineering Department after consultation with representatives of the developers and that the original conditions of the Engineering Department had been modified to some extent.

ITEM 1 CONTINUED

However, Mr. D. Williams, The Planning Management Group, addressed the Committee in this regard on behalf of Dunbourne Holdings, Heldar Holdings, Whitehall Developments and Sylco Construction Limited. Mr. Williams advised that his clients were of the opinion that the Engineering Department's condition was still too stringent in light of the fact that the established cost of the construction of Meadows Boulevard and Wilcox Road was estimated at $200,000.00 and that the land holdings of his clients amounted to 8.6 acres. Therefore the estimated cost per acre of these works would be approximately $25,000.00.

Mr. Williams requested that consideration be given to establishing a cost sharing arrangement so that if the lands south of Meadows Boulevard are developed in the future, the developers of these lands would be required to pay their share of the reconstruction of Meadows Boulevard. Mr. Williams said that this is not an unreasonable suggestion in light of the fact that his clients share of the road frontage was approximately 45%, but they were being requested to pay for 100% of the works.

Mr. W.P. Taylor advised that his Department would need some time to look into this proposal thoroughly and suggested that as no works can be started until the 1980 Capital Budget is approved, that this matter be deferred to the first meeting in September of the Public Works Committee at which time he will have a further report in this regard.

File: T-77049 Recommendation #107 (R. Starr)
T-79009
T-78047
OZ-83-75

2. The following proposed motion of Councillor Marland was referred to the Public Works Committee by Council at its meeting on July 9, 1979, for further investigation and alternatives that can be recommended for the policy respecting parades:

"WHERAS the year 1979 has been proclaimed on a World-Wide basis as the "International Year of the Child";
AND WHEREAS the Mississauga Santa Claus Parade is for the benefit primarily of the children of Mississauga;
BE IT RESOLVED that the fee of $1,000.00 for erection and removal of route signs on roads, be waived."

ITEM 2 CONTINUED

Mr. W.P. Taylor, Commissioner of Engineering and Works, advised that his Department had reviewed this matter and is of the opinion that all organizations wishing to hold a parade be required to provide a $1,000.00 deposit to cover the City's costs and that any amount remaining, once these expenses have been paid, be returned to the parades' organizers.

Mr. Taylor further recommended that if any organization wished to be exempted from this requirement effective in 1980, that they apply to Council at the time the municipal grants are being determined for a grant. Concerning the proposal that the organizers of the Santa Claus Parade be exempted from the $1,000.00 fee in 1979, Mr. Taylor requested that the organizers be adivsed to apply for a grant from Council to assist in the covering of their costs.

This recommendation was endorsed by the Committee.

File: 29-79 Recommendation #108 (R. Starr)

3. Report dated July 10, 1979, from the Commissioner of Engineering and Works, with respect to the North North Dixie Community Little Etobicoke Creek Construction. Mr. Taylor, in his report, advised that the City had budgeted $250,000.00 for the reconstruction of the Little Etobicoke Creek from Burnhamthorpe Road to the Highway 403 extension in the approved 1979 Capital Budget. He further pointed out that the Ministry of the Environment is proposing to construct an 1800 mm (72") diameter Hanlan Feedermain from Burnhamthorpe Road northerly along the creek to Eglinton Avenue. This project is scheduled to commence in July of this year and be completed by July 1980.

Cadillac-Fairview have indicated that they wish to commence construction of Municipal services in August of this year and would like to proceed with the construction of the creek improvements themselves rather than have the City build it. Cadillac-Fairview have agreed to co-ordinate construction so that the watercourse and watermain construction timing does not conflict and Cadillac-Fairview and the Ministry of the Environment have an easement agreement which addresses the scheduling.

The cost of the creek improvements has been estimated at approximately $450,000.00. The City has budgeted $250,000.00. Cadillac-Fairview indicate that they wish to proceed with the construction at their cost provided the City will participate with the financial commitment. Mr. Taylor, in his report, recommended:

ITEM 3 CONTINUED

"That Cadillac Fairview Corporation, T-24580, be permitted to construct the Little Etobicoke Creek watercourse improvements from Burnhamthorpe Road to the northerly limit of the North North Dixie Community lands, subject to the certain conditions."

The Committee endorsed Mr. Taylor's recommendations in this regard.

File: T-24580 Recommendation #109 (L. Taylor)

4. Report dated July 11, 1979, from the Commissioner of Engineering and Works, concerning the construction of Rathburn Road by Cadillac Fairview, Ventro Construction and George Wimpey. Mr. Taylor advised that the Developers are proposing to construct Rathburn Road from Cawthra Road through to Dixie Road under the normal Engineering Agreements. The cost of the road works is estimated to be $638,975.00. The Engineering Agreements are proceeding towards finalization and Cadillac Fairview, Ventro Construction and George Wimpey, have requested the City to participate in the cost of Rathburn Road. Mr. Taylor further pointed out that Council recently approved financial participation on behalf of the City for the construction of Rathburn Road through the Elite and Elm Developments and also Rockwood Developments in the North North Dixie Community.

He further pointed out that Rathburn Road is not eligible for subsidy and therefore the Developers are constructing Rathburn Road totally at their cost in the Engineering Agreement and the City will contribute to the developers 50% of the cost of the road works. In fact, this system results in the developers constructing Rathburn Road entirely at their cost plus payment of the major road improvement levy and the City will rebate to the developer the cost for which the City would be liable if the road was eligible for subsidy. Mr. Taylor, in his report, recommended that upon completion of Rathburn Road to the satisfaction of the Commissioner of Engineering and Works, each of the Developers will be paid a rebate equal to 50% of the estimated cost of Rathburn Road.

Mr. Taylor further recommended that the money be paid to the aforementioned developers sometime after January 1, 1980, and after Council has approved the funds for the rebate in the appropriate annual capital budget, and that funds in the amount of $638,975.00, be allocated in the 1980/1981 Capital Budget by the Commissioner of Finance.

ITEM 4 CONTINUED

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: T-24658 Recommendation #110 (R. Starr)
T-24580
T-24461

5. Report dated July 5, 1979, from the Commissioner of Engineering and Works, with respect to the transference of lands within the Talka Subdivision, Plan M-209, Phi International Limited. At the meeting Mr. Taylor requested that this matter not be dealt with by the Committee as Mr. Taylor had received additional information in this regard after this report was written. Mr. Taylor advised that if necessary he would prepare a report for Council's consideration on August 13, 1979.

File: M-209 No Recommendation

6. Report dated July 5,1979, from the Commissioner of Engineering and Works, concerning a Bike-a-Thon on Sunday, October 14, 1979, as requested by the Mississauga Association For The Mentally Retarded. Mr.Taylor advised that the Bike-a-thon has been requested to be held on Sunday, October 14, 1979, between the hours of 8:00 a.m. to 4:00 p.m. He further advised that he has no objection to the closing of Temp Road as requested. Further, he pointed out that Temp Road is a private road and that he has secured the agreement of Eric Hanson Associates for this closure. Mr. Taylor, in his report, recommended:

"That approval be granted to the Mississauga Association for The Mentally Retarded to hold their annual Bike-a-thon on Sunday, October 14, 1979, between the hours of 8:00 a.m. and 4:00 p.m., and that officials of this event be required to obtain a permit for the road closures at least one full week in advance of the date of the bike-a-thon."

The Committee endorsed Mr.Taylor's recommendation in this regard.

File: 29-79 Recommendation #111 (L. Taylor)

7. Report dated July 11, 1979, from the Commissioner of Engineering and Works, with respect to the pre-servicing of subdivisions. Mr. Taylor advised that at the present time the Developers have been notifying Council of their intention to pre-service. This notification has been received by Council and referred to the Commissioner of Engineering and Works. However, Mr. Taylor avised that unfortunately, this referral by Council has been taken, in some cases, by the Developers as Council's approval to pre-service. Consequently, Mr. Taylor suggested that the pre-servicing policy be amended so that all applications for pre-servicing are to be received by the Commissioner of Engineering and Works and that the Commissioner of Engineering and Works will make application to Council for permission to pre-service a subdivision at the appropriate time. Mr. Taylor recommended that all applications to Council for preservicing of subdivisions be made by the Commissioner of Engineering and Works and that the policy entitled "Pre-Servicing of Subdivisions" dated July 11, 1979, be approved.

The Committee endorsed Mr.Taylor's recommendation in this regard.

File: 26-79
34-79

Recommendation #112 (S. Mahoney)

8. Report dated July 18, 1979, from the Commissioner of Engineering and Works, concerning the maintenance of sidewalks on Cliff Road. Mr. Taylor, in his report, outlined the maintenance procedure as it related to sidewalk sweeping, grass cutting and litter pick-up. He concluded that the Works Department had carried out the maintenance of sidewalks as provided for in the 1979 Budget and the level of service had been reduced from previous years owing to fiscal restraints. Mr. Taylor, in his report, recommended that his report be received.

Councillor L. Taylor indicated that he was still concerned about the general maintenance in this area, but indicated that he would deal directly with the Commissioner of Engineering and Works if any further difficulties arose.

The Committee endorsed Mr. W.P. Taylor's recommendation in this regard.

File: 18-79
24-79
49-79

Recommendation #113 (L. Taylor)

9. Report dated July 13, 1979, from the Commissioner of Engineering and Works, with respect to a three-way stop sign at Candela Drive and Santee Gate. Mr. Taylor advised that his Department had been requested on at least two occasions to look into the possibility of implementing an all-way stop on Candela Drive. He further pointed out that the studies in this area do not indicate that speeding is a serious problem and that the majority of traffic is strictly local. Mr. Taylor, in his report, recommended that an all-way stop not be implemented at the intersection of Candela Drive and Santee Gate.

Councillor L. Taylor indicated that he could not support Mr. Taylor's recommendation and requested that the Committee receive Mr. Taylor's report and not adopt his recommendation. Councillor Mahoney indicated that in his opinion all-way stop signs do reduce the amount of through traffic, which appears to be the problem at this location, and recommended that all-way stop signs be implemented at this intersection. Mr. Taylor indcated that there were few signs of cut-through traffic at this intersection; nevertheless the Committee adopted Councillor Mahoney's recommendation.

File: 86-79
49-79

Recommendation #114 (S. Mahoney)

10. Report dated July 11, 1979, from the Commissioner of Engineering and Works, with respect to fencing revisions in Erin Mills South, Neighbourhood 108, Plan M-122. Under the terms of the Engineering Agreement by Plan M-122, the Developer is required to install a four foot chain link fence and screen planting along the easterly limit of Blocks 'ZZ' and 'AAA' from Folkway Drive to approximately the north limit of Lot 581.

The Developer's agent, Proctor and Redfern Group, have requested the City's approval to delete the aforementioned fence and to substitute a solid wood privacy fence along the rear lot line of Lots 581 to 585 inclusive, indicating that the fencing provision for Block 'ZZ' can be dealt with during Site Plan review. Mr. Taylor advised that the Engineering Department and the Recreation and Parks Department have no objection to this revision provided the solid wood fence is six feet in height and if the details of this fence are approved by both Departments prior to construction. In his report, Mr. Taylor recommended:

(a) That the requirement in the Engineering Agreement covering Plan M-122, providing for the installation of four foot chain link fence along the easterly limits of Block AAA and ZZ, be deleted.

ITEM 10 CONTINUED

(b) That a substitutional requirement be added to the Engineering Agreement for Plan M-122 requiring the installation by the Developer of the screen planting and a six foot wood fence, with details to be approved by the Recreation and Parks Department and the Engineering Department, along the rear lot lines of Lots 581 to 585, inclusive.

(c) That the requirement for screen planting and fencing along the easterly limit of Block ZZ, Plan M-122, be finalized during Site Plan Review.

The Committee endorsed Mr. Taylor's recommendations.

File: M-122 Recommendation #115 (R. Starr)

11. Report dated July 12, 1979, from the Commissioner of Engineering and Works, with respect to the termination of a lease for Works Yard #1 - Mavis Road. Mr. Taylor advised that the current lease of the Mavis Road Works Yard expires in the Fall of this year and the Property Agent has been requested to acquire a more centrally located site for the area served by Works Yard #1.

A suitable site has been located in the Lakeview Complex, owned by the Federal Government at the southeast corner of Cawthra Road and Atwater Avenue. The Federal Government has agreed to lease the property to the City under certain conditions. In his report, Mr.Taylor recommended that the City Property Agent be authorized to negotiate a lease with the Federal Government for the property located at the southeast corner of Cawthra Road and Atwater Avenue, subject to certain conditions.

Mr. Nemetz questioned whether there was any significant saving to the municipality in this move. Mr. Taylor advised that as the current rental cost is $1.75 per square foot and the proposed rental rate of 15¢ per square foot there would be a significant saving to the City. Mr. Taylor indicated that the new facilities are also better located for the City's purposes.

File: 7-79 Recommendation #116 (L. Taylor)

12. Report dated July 17, 1979, from the Commissioner of Engineering and Works, concerning commercial vehicle loading zones - Stanfield Road. The Engineering Department has had a recent inquiry from Rubbermaid (Canada) Limited concerning the necessity for loading from a truck parked on the road. Because of the location of the fuel storage tanks, it is necessary for their fuel delivery trucks to load for a period of one hour approximately every three weeks on the east curb lane of Stanfield Road north of the CPR. In his report, Mr. Taylor recommended that a "Commercial Vehicle Loading Zone" be established on the east side of Stanfield Road to rectify this situation.

The Committee adopted Mr. Taylor's recommendation in this regard.

File: 86-79 Recommendation #117 (R. Starr)

13. Report dated July 19, 1979, from the Commissioner of Engineering and Works, concerning the over-expenditure of the fence repairs account. Mr. Taylor, in his report, advised that the 1979 Budget for fence repairs was $21,000.00. However, as of June 30, 1979, there had been an expenditure in the amount of $25,000.00 and there was a further $9,000.00 for works still to be carried out. Mr. Taylor further advised that included in the work still to be done was $2,500.00 for a fence on the Douglas Drive extension. Attached to the agenda was a letter dated June 29, 1979, from Mr. C.A. Dykeman, in which he registered his objection to the construction of the fence on Douglas Drive. It should be noted, however, that Council, at its meeting on June 25, 1979, adopted a recommendation of the Public Works Committee of its meeting on May 25, 1979, which directed the Engineering Department to complete the construction of the walkway on the unopened road allowance of Douglas Drive, 10 feet in width with a 42 inch chain link fence bordering both sides of the walkway and that this work is to be commenced as soon as possible and that this walkway be constructed along the north end of Douglas Drive. Also attached was a letter dated July 12, 1979, addressed to Mayor H. McCallion from the Credit Reserve Association, requesting a deferment of action to the erection of the fence and more time for discussion between the neighbours who are in contention of this issued. In his report Mr. Taylor recommended that no further work be carried out on fence repairs in 1979, and those repairs stil to be completed in this year be deferred to the 1980 Current Budget.

ITEM 13 CONTINUED

Mr. Dykeman was present at the meeting for discussion of this item and distributed a number of photographs for the Committee's information. Mr. Dykeman advised the Committee that the installation of the fence should be completed as at the moment the work is only half done. Mr. Dykeman further pointed out that he is still opposed to the construction of a fence adjacent to the walkway, but indicated that he would be more receptive to a proposal that the fences be constructed at the boundary of the 66' right-of-way and not immediately adjacent to the paved walkway.

The Committee expressed interest in Mr. Dykeman's suggestion and deferred further consideration of this matter so that Mr. Dykeman and those persons who originally requested the construction of the fence have an opportunity to address Council. It was therefore agreed that Mr. Dykeman and those requesting the fence be invited to the Council meeting of August 13, 1979.

File: 143-79
49-79
139-79
102-79

Recommendation #118 (L. Taylor)

14. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with respect to Tricont Properties Limited cash contribution for future construction of the North Service Road. Tricont Proerties Limited have requested that as there is only frontage on one side of North Sheridan Way, the City should only receive contributions for half the cost of any future work. Mr. Taylor recommended:

"(a) That the requirement of a cash contribution by Tricont Properties Limited, to the City, for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs, be deleted as an engineering requirement for the subject development.

(b) That North Sheridan Way be reinstated to a two lane paved ditch section in accordance with current City standards at the expense of Tricont Properties Limited.

(c) That Tricont Properties Limited post the additional securities under the existing Engineering Agreement as a guarantee for this reinstatement."

The Committee adopted Mr. Taylor's recommendations in this regard.

File: OZ-6-77 Recommendation #119 (L. Taylor)

15. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with respect to new culvert installations. Mr. Taylor advised that the policy of the City is to charge $5.00 per foot for pipe and $100.00 for headwalls for new culvert installations for residential, industrial and commercial developments. However, the actual cost to the City for installing 20 feet of pipe, including headwalls, is $490.00. Therefore Mr. Taylor recommended:

"That the following policy for driveway culverts be instituted immediately:

(i) That cost of a residential culvert be $25.00 per foot, including headwalls.

(ii) Industrial and commercial owners be required to pay the actual cost of installing a driveway culvert and headwalls, and further, that they be required to pay the City a deposit based on the estimated cost of installing a culvert and headwalls prior to the installation thereof.

(iii) Driveway culverts be installed only by the City and/or the City's contractors.

The Committee endorsed Mr. Taylor's recommendation.

File: 139-79 Recommendation #120 (L. Taylor)

16. Report dated July 17, 1979, from the Commissioner of Engineering and Works, concerning Paisley Boulevard in the vicinity of Floradale Public School. Mr. Taylor advised that the City purchased this road allowance in 1975-76 as a result of an Ontario Municipal Board hearing in order that Paisley Boulevard could be constructed thereon to connect the existing east and west Paisley Boulevard. He further pointed out that as of this date, Dunbar Meadows and Cedar Heights Developments, land holding on the north side, have not proceeded and, therefore, no road physically exists. In his report Mr. Taylor recommended that Paisley Boulevard not be constructed until such time as development occurs on the north side.

Councillor Mahoney advised the Committee that the area around Floradale Public School and the building itself requires some attention. Mr. Taylor advised that he will meet with representatives of the Peel Board of Education to discuss ways and means of improving maintenance in the area and further, that he will report back to the Committee as to the results of his discussions.

The Committee endorsed Mr.Taylor's recommendation.

File: 3-79
6-79 Recommendation #121 (S. Mahoney)

17. Report dated July 23, 1979, from the Commissioner of Engineering and Works, with respect to the deletion of the noise abatement berm along the north property line of Lots 410, 411 and 412, Plan M-120, pursuant to the terms of the Engineering Agreement for Plan M-120.

The Developer requested that a portion of his berm over Lots 410 to 412 be deleted to that an existing well established woodlot be preserved. In his report, Mr. Taylor recommended that the requirement for noise abatement berm works on Lots 410, 411 and 412, Plan M-120, Cadillac Fairview Corporation, which are provided for in the Engineering Agreement dated October 7, 1975, be deleted.

Councillor Mahoney expressed concern with the noise abatement features being incorporated into the construction of the 403 highway. Councillor Mahoney recommended that Mr. Taylor's recommendatios be endorsed and further recommended that the City Engineer investigate alternative noise abatement features that could be used at this location.

File: M-120 Recommendation #122 (S. Mahoney)

18. Report dated July 6, 1979, from the Commissioner of Engineering and Works, with regard to hap-hazard parking on Stanfield Road. Mr. Taylor advised that presently there are no on-street parking restrictions on either side of Stanfield Road between the CPR crossing and the Queensway and it is the Engineering Department's recommendation that to alleviate any further potential hazard, parking be prohibited at all times on the east side.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 86-79 Recommendation #123 (P. Carlson)

19. Report dated July 23, 1979, from the Commissioner of Engineering and Works, with respect to the installation of all-way stop signs at the intersection of Cliff Road and Tedwyn Drive, and at Cliff Road and King Street. Mr. Taylor advised that as a result of a request from Councillor Starr and local homeowners, the Engineering Department had reviewed traffic volumes at the intersections of Cliff Road and Tedwyn Drive and Cliff Road and King Street. He pointed out that traffic volumes satisfy the warrants for all-way stops and he, therefore, recommended their installation. Mr. Talyor also recommended that a review of all traffic control measures in the Z-14 area, be undertaken and a report submitted to the Public Works Committee by October 31, 1979.

File: 86-79 Recommendation #124 (R. Starr)

20. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with regard to a request for an all-way stop at Rathburn Road and Wilcox Road. Mr. Taylor advised that Wilcox Road is a local residential street and consequently carries low volumes of traffic. Rathburn Road is a major collector road and will eventually run from Etobicoke Creek to Creditview Road and will act as a major east/west traffic artery located in a corridor between Burnhamthorpe Road and Highway 403. Therefore, from a traffic standpoint, a 'stop' sign on such a road could not be recommended. Mr. Taylor, in his report, also recommended that as soon as the report on the adjacent developments on Wilcox Road is dealt with by Council, the residents be notified as to the arrangements for the upgrading of Wilcox Road from Burnhamthorpe Road to Highway 403.

Councillor Taylor expressed concern with the recommendation of the Commissioner of Engineering and recommended that the stop signs be located at this location.

File: 49-79 Recommendation #125 (L. Taylor)
139-79
T-77049
T-79009
T-78047
OZ-83-75

21. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with respect to requested repairs on Northmount Avenue. In his report, Mr. Taylor advised that residents on Northmount Avenue, in a petition dated May 10, 1979, requested speed limit signs and the installation of all-way stop signs on Northmount Avenue, as well as a request for street lighting upgrading, together with a complaint with respect to the drainage from 1402 Northmount Avenue, which is under the jurisdiction of the Recreation and Parks Department. Mr. Taylor advised that he cannot support the installation of a speed limit sign on Northmount Avenue as the present policy of the City is that the speed limit is 50 km/h unless otherwise posted, nor can be support the installation of an all-way stop sign as the traffic volume is extremely low and the majority of the traffic is purely local in nature.

ITEM 21 CONTINUED

With respect to the street lighting upgrading, Mr. Taylor advised that the present street lighting on Northmount Avenue is between 25 and 30 years old and does provide for approximate levels of illumination of less than 50% of the now City standards. Mr. Taylor suggested that the cost of upgrading the street lighting would involve placing new street lights on direct buried concete poles with underground wiring along the east side of the street. The estimated cost for these works is $50,000.00, which should be included in the 1981 Capital Budget.

Concerning the drainage at 1402 Northmount Avenue, Mr. Taylor advised that the Works Department and the Parks Department would attempt to resolve this problem. In his report Mr. Taylor recommended:

"(a) That 50 km/h speed limit signs not be erected on Northmount Avenue.

(b) That all-way stop signs not be erected.

(c) That Northmount Avenue street lighting upgrading be included in the priority list for the 1981 Capital Budget which will be considered by the 1981 Council.

(d) That the Works Department work in conjunction with the Parks Department to attempt to resolve the drainage problem in the rear of yards backing onto the Cawthra-Elliott Estate as soon as possible."

The Committee endorsed Mr. Taylor's recommendations in this regard.

File: 49-79 Recommendation #126 (R. Starr)
139-79

22. Report dated July 3, 1979, from the Commissioner of Engineering and Works, with respect to a proposed all-way stop on Glen Erin Drive and Folkway Drive. Glen Erin Drive does not extend north of Folkway Drive and it is anticipated that it will not be extended across the proposed Highway 403 for a number of years.

Due to the physical lay-out of the Glen Erin Drive/Folkway Drive intersection, it is desirable to implement an all-way stop to better control traffic movements. In his report, Mr. Taylor recommended that an all-way stop be implemented at the intersection of Glen Erin Drive and Folkway Drive.

File: 86-79 Recommendation #127 (S. Mahoney)

23. Report dated July 10, 1979, from the Commissioner of Engineering and Works, with respect to a request from Councillor McKechnie for a four-way stop at the interesections of Scarboro Street and York Street. Mr. Taylor pointed out that although the traffic volume warrants for a stop sign are not satisfied, there is a fair amount of traffic using the intersection, which is on a route connecting sections of Malton north/east and south/west of the CNR tracks. He further pointed out that the odd geometric design of the intersection results in a wide expanse of pavement, and therefore, a four-way stop should be installed at this location. In his report, Mr. Taylor also recommended that warning signs be installed on Scarboro Street advising motorists not to stop on the railway tracks.

The committee endorsed Mr. Taylor's recommendations in this regard.

File: 28-79
86-79

Recommendation #128 (P. Carlson)

24. Report dated July 25, 1979, from the Commissioner of Engineering and Works, regarding snow removal from City sidewalks. Mr. Taylor advised that Council, on February 26, 1979, passed a resolution which instructed the Engineering Department to prepare a by-law with respect to snow removal from sidewalks by residents. He also advised that during Council's 1979 budget discussions, they deleted the monies involved for sidewalk snow removal for the month of December. Discussions, at that time, revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets; however, they would continue to plow sidewalks on reversed fronted streets and special isolated conditions. A list of streets and a map indicating locations, which the Commissioner of Engineering and Works recommended be continued to be plowed, was available at the meting for the Committee's consideration, together with the by-law relating to snow removal from sidewalks by residents. Mr. Taylor further pointed out that the estimated cost for plowing and sanding of sidewalks for 1980 would be approximately $200,000.00.

The estimated cost if the City only plowed the reversed frontages as outlined in Schedule "A" of the proposed by-law, would be approximately $90,000.00, resulting in a saving of approximately $110,000.00. The total expenditure to date for this activity is $160,000.00. Mr. Taylor further indicated that it is essential that this matter be decided prior to August 15, 1979, as tenders for snow removal equipment are called during the last two weeks in August of each year. In his report, Mr. Taylor recommended:

ITEM 24 CONTINUED

(a) That the Public Works Committee decide whether to pass the by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

(b) Decide whether to continue the present level of service and plow and san all sidewalks in the entire City.

After considerable discussion Councillor Starr recommended that the by-law be enacted by Council. This recommendation was voted on and lost. Mr. Nemetz then recommended that the City re-establish its policy of clearing and sanding sidewalks. Councillor Taylor suggested it would be more appropriate for the Committee to simply request Council to reconsider its previous decision not to snow plow and sand sidewalks as it would not be appropriate for the Committee to make recommendations that contradict City policy as determined by Council.

Councillor Taylor's recommendation was endorsed by the Committee.

File: 24-79 Recommendation #129 (L. Taylor)

25. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with respect to traffic conditions on Dundas Street in the Erindale Village area. Mr.Taylor noted that Council, at its meeting on April 9, 1979, adopted a recommendation of the Traffic Safety Council regarding traffic conditiions in the Erindale Village area. One of the recommendations was that concrete curbs be installed across the front of the food store and the bank on the north side of Dundas Street immediately opposite Robinson Street, but the Traffic Safety Council did not support this recommendation and requested that a further study be done by the Engineering Department to determine the best means available to prohibit the backing of vehicles onto Dundas Street from the parking areas in front of the food store and the bank. The position of the Engineering Department is that traffic signals are not warranted at the Dundas Street/Robinson Street intersection and the Engineering Department cannot recommend any alternative to the concrete curbs to prevent the backing of vehicles onto Dundas Street.

ITEM 25 CONTINUED

Mr. Taylor recommended the installation of a centre island on Dundas Street at Robinson Street complete with KEEP RIGHT signs, the appropriate No Left Turn signs and flashers. This would provide a median refuge area for pedestrians thereby dividing the crossing movement into two separate movements, each across a two lane, one-way roadway. The island would also prevent left turns from eastbound Dundas Street directly into the bank driveway.

Mrs. Barbara Corbett, Principal of the Froebel Kindergarten School, addressed the Committee and advised that in her opinion, due to heavy traffic volumes on Dundas Street, a traffic light was required. Mr. Taylor advised that warrants are not met for traffic signals at this intersection, but he was aware of the unique problems of this intersection. He explained that because of budget restraints there are a number of intersections that do meet warrants and yet are at the bottom of the priority list and, therefore, this intersection could not be considered high priority.

The Committee endorsed Mr. Taylor's recommendation in this regard and further recommended that the question of traffic lights at the intersection on Dundas Street and Robinson Street be referred to the 1980 Budget Discusssions.

File: 137-79
86-79

Recommendation #130 (S. Mahoney)

26. Report dated July 24, 1979, from the Commissioner of Engineering and Works, concerning Ninth Street reconstruction, approximately 300 feet west of Northmount Avenue to 300 feet east of Alexandra Avenue.

Council, at its meeting on June 11, 1979, received a petition from the area residents requesting updated streetlighting and the reconstruction of Ninth Street.

Mr. Taylor advised that the existing roadway is surface-treated with side ditches to conduct storm water to the outlet points. He further advised that the Road Needs Study, recognized the structural deficiency of the road system and recommended reconstruction within the 1-5 year time frame. In his report Mr. Taylor recommended that this portion of Ninth Street be considered for reconstruction in the 5 year Capital Budget forecast.

File: 139-79
49-79

Recommendation #131 (L. Taylor)

27. Report dated July 4, 1979, from the Commissioner of Engineering and Works, with respect to a grade separation (Clarkson Road - C.N. and Lorne Park - C.N.). The Engineering Department was authorized on November 4, 1974, to take appropriate measures to obtain a functional report on the aforementioned grade separation. The report was to contain construction options and to recommend a scheme to enable Council to make a decision regarding the inclusion of the Clarkson Road and Lorne Park Road grate separation in 1975-76 Capital Budget.

City Staff and a Consultant completeed the two studies and held public meetings and presented proposals to Council for their recommendations. On March 8, 1976, Council adopted the proposals in principle, as prepared for the two locations.

On October 25, 1976, Council adopted a resolution, #1419, which reaffirmed their earlier discussions as follows:

(i) That the Council of the City of Mississauga reconfirm its adoption in principle of the recommended scheme proposed by Proctor and Redfern for the Lorne Park Grade Separation at the C.N.R. and the recommended scheme proposed by Maksymec and Associates for the Clarkson Road Grade Separation.

(ii) That the land required for each of these recommended schemes be protected from any future development in order that construction could take place in the future when increased traffic and train volumes make such imperative.

(iii) That the City of Mississauga continue to discuss with the Canadian Transport Commission and the Railway, the possibility for the funding of pedestrian grade separations as an alternative to full scale grade separations, since the major problem at many of these locations is the pedestrian conflict.

The City Property Agent, according to Council's earlier direction had secured land through purchase or conveyance for a full separation at both locations. However, at the present time, there is a property acquisition pending for the Lorne Park Grade Separation and it is suggested that no further land should be acquired due to the fact that the Clarkson Raod Grade Separation was deleted from the 5-year Capital Budget, and the Lorne Park Grade separation is not included in the 5-year Capital Budget. In addition, there are limited funds for property acquisition for projects which will proceed within the 5-year period. In his report, Mr. Taylor recommended:

ITEM 27 CONTINUED

"(a) That no further property negotiations or acquisitions take place for lands required for a full railroad Grade Separation at Clarkson Road and Lorne Park Road until such time as these projects appear in the 5-year Capital Budget.

(b) That Council Resolution $1419, adopted October 25, 1976, be rescinded."

Mr. Nemetz requested that the recommendations be voted on separately. The Committee endorsed the first part of Mr. Taylor's recommendation, but Mr. Nemetz requested that he be recorded as voting in the negative on this item. With respect to the second part of Mr. Taylor's recommendation, the Committee did not endorse Mr. Taylor's request that Council resolution #1419 be rescinded.

File: 103-79 Recommendation #132 (L. Taylor)

28. Report dated July 26, 1979, from the Commissioner of Engineering and Works, concerning gas and petroleum pipelines within City limits. Mr. Taylor outlined in detail the safety precautions presently being carried out during the acquisition of all City of Mississauga capital programmes in the vicinity of existing oil and/or gas pipelines and recommended that his report be received.

Councillor Mahoney expressed reservations about the safety surrounding pipeline construction work and advised that he would be review this matter with the Commissioner of Engineering and Works in the near future.

File: 151-79 Recommendation #133 (R. Starr)

29. Report dated July 19, 1979, from the Commissioner of Engineering and Works, with respect to 1979 Maintenance Expenditures. Mr. Taylor advised that as a result of a recent analysis and without any adjustments, he is projecting a $712,000.00 gross over-expenditure and a $443,000.00 net over-expenditure in the maintenance accounts as of December 31, 1979.

In order to reduce this over-expenditure Mr. Taylor recommended that he immediately re-allocate certain gross amounts to emergency storm sewer repairs which, at the present time, has a gross over-expenditure of $140,000.00 and is projected to reach $195,000.00 minimum by the end of the year.

ITEM 29 CONTINUED

In addition, he recommended that the balance of the over-expenditure, along with an additinal $55,000.00, with the work still to be carried out on emergency storm sewer repairs, be made available from the 1978 Capital Account - City Participation in Storm Sewer Oversizing.

Mr. Taylor pointed out that if his recommendation is endorsed by Council, he would anticipate a balanced budget for Emergency Storm Sewer Repairs rather than the projected $195,000.00 deficit. Mr. Taylor further advised that there is a large deficit in the Yard Bin Account wherein he is projecting an over-expenditure of $195,000.00. This is due primarily to the $160,000.00 which the Region of Peel is charging us for landfill costs for our Yard Bin Programme.

Mr. Taylor further pointed out that he is requesting the Region of Peel to review this matter and hope that they would absorb the $140,000.00 increased charges for 1979. If the Region should agree to absorb the $140,000.00, this would reduce our over-expenditure to approximately $20,000.00.

Councillor Taylor requested that it be recorded that he voted in the negative on this item.

File: 151-79 Recommendation #134 (P. Carlson)

30. Summary of Unfinished Business relating to the Public Works Committee as of July 26, 1979.

File: 139-79 Recommendation #135 (P. Carlson)

RECOMMENDATIONS: As per Report #7-79

ADJOURNMENT: 10:30 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE — AUGUST 2, 1979

REPORT NO. 7-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its seventh report and recommends:

107. That further consideration of the report dated July 3, 1979, from the Commissioner of Engineering and Works, regarding the servicing and registration of the proposed plans of subdivision, Dunbourne Holdings, T-77049; Heldar Holdings, T-79009; Whitehall Developments, T-78047; Sylco Construction, OZ-83-75, located on Wilcox Road north of Meadows Boulevard, and the reconstruction of Wilcox Road and Meadows Boulevard, be deferred until the first meeting of the Public Works Committee in September 1979, in order that the Engineering Department can consider proposals put forward by the aforementioned developers to consider some sort of cost sharing program, so that the owners of lands north of Meadows Boulevard will not have to pay for the full cost of the reconstruction of Meadows Boulevard if the lands on the south side of Meadows Boulevard are developed in the future.

(38-107-79) T-77049
T-79009
T-78047
OZ-83-75

108. (a) That $1,000.00 deposit be required by any organization wishing to hold a parade in the City of Mississauga to cover the City's costs for signage, traffic controls and any other municipal costs related to the parade, and that any amount remaining once all municipal expenses have been paid be returned to the organizers of the parade.

(b) That the organizers of the Mississauga Santa Claus Parade be directed to apply for a grant of $1,000.00 to cover the aforementioned costs.

(c) That effective in 1980 organizations wishing a grant to cover these costs be directed to apply to City Council at the appropriate time when all grants are being considered by Council.

(38-108-79) 29-79

109. That Cadillac Fairview Corporation, T-24580, be permitted to construct the Little Etobicoke Creek watercourse improvements from Burnhamthorpe Road to the northerly limit of the North North Dixie Community lands, subject to the following conditions:

(a) Cadillac Fairview Corporation accepts full responsibility for co-ordinating construction with the Ministry of the Environment.

(b) Cadillac Fairview Corporation enters into the appropriate agreements with the City and initially finances the entire project.

(c) Upon approval of the watercourse works to the satisfaction of the City Engineering Department and inspection of the tender documents by the City, the City will pay to Cadillac Fairview Corporation the budgeted amount of $250,000.00.

(d) Cadillac Fairview Corporation and all the other developers located between Cawthra Road and Dixie Road shall pay the normal development levy in accordance with the City's Financial Agreement.

(38-109-79) T-24580

110. (a) That upon completion of Rathburn Road to the satisfaction of the Commissioner of Engineering and Works, each of the following Developers will be paid a rebate equal to 50% of the estimated cost of Rathburn Road as follows:

(i) Cadillac-Fairview Corporation - T-24658
256,200 x 50% = $128,100.00

(ii) Ventro Construction Ltd. - T-24461
131,150 x 50% - $ 65,575.00

(iii) George Wimpey Co. - T-24580
251,625 x 50% = $125,812.50

(b) That the money be paid to the aforementioned developers sometime after January 1, 1980, and after Council has approved the funds for the rebate in the appropriate annual capital budget.

(c) That funds in the amount of $638,975.00, be allocated in the 1980/1981 Capital Budget by the Commissioner of Finance.

(38-110-79) T-24658
T-24580
T-24461

111. (a) That approval be granted to the Mississauga Association for The Mentally Retarded to hold their annual Bike-a-thon on Sunday, October 14, 1979, between the hours of 8:00 a.m. and 4:00 p.m., the route being:

Burnhamthorpe Road from Square One to Dixie Road
Dixie Road south to Kendall Road
Kendall Road west to Harvest Drive
Harvest Drive south to North Service Road
North Service Road west to Ogden Avenue
Ogden Avenue south to Lakeshore Road
Lakeshore Road west to Front Street
Front Street north to Park Street
Park Street west to Mississauga Road
Mississauga Road west to the temporary access road south of the Queensway
Temporary access road west to Robin Drive
Robin Drive north to the Queensway
Queensway West to Erin Mills Parkway
Erin Mills Parkway north to Dundas Street
Dundas Street east to Erindale Station Road
Erindale Station Road to Burnhamthorpe Road
Burnhamthorpe Road west to Square One.

(b) That officials of this event be required to obtain a permit for the road closures at least one full week in advance of the date of the bike-a-thon.

(38-111-79) 29-79

112. That all applications to Council for preservicing of subdivisions be made by the Commissioner of Engineering and Works to General Committee and that the policy entitled "Pre-Servicing of Subdivisions" dated July 11, 1979, be approved.

(38-112-79) 26-79
34-79

113. That the report dated July 18, 1979, from W.P. Taylor, Commissioner of Engineering and Works, regarding the maintenance of sidewalks on Cliff Road, be received.

(38-113-79) 18-79
24-79
49-79

114. That an all-way stop be implemented at the intersection of Candela Drive and Santee Gate.

(38-114-79) 86-79
49-79

115. (a) That the requirement in the Engineering Agreement between the municipality and Cadillac Fairview Corporation dated October 7, 1975, covering Plan M-122, Erin Mills South, Neighbourhood 108, providing for the installation of four foot chain link fence along the easterly limited of Block AAA and ZZ, be deleted.

(b) That an additional requirement be added to the Engineering Agreement for Plan M-122 requiring the installation by the Developer, Cadillac Fairview Corporation, of the screen planting and a six foot wood fence, with details to be approved by the Recreation and Parks Department and the Engineering Department, along the rear lot lines of Lots 581 to 585, inclusive.

(c) That the requirement for screen planting and fencing along the easterly limit of Block ZZ, Plan M-122, be finalized during Site Plan Review.

(38-115-79) M-122

116. That the City Property Agent be authorized to negotiate a lease with the Federal Government for the property located at the southeast corner of Cawthra Road and Atwater Avenue, for Works Yard #1, under the following conditions:

(a) The rental rate of $.15 per square foot per annum, for an area of 63,000 square feet, at an annual rent of $9,450.00 payable in equal monthly installments of $787.50.

(b) In addition to the base rent, the City of Mississauga be responsible for the payment of all taxes, rates, duties and assessments chargeable against the leased premises.

(c) The termination date of the agreement be March 31, 1981.

(d) Any complaints received from neighbours regarding noise or traffic be directed to the City of Mississauga for resolution.

(38-116-79) 7-79

117. (a) That a "Commercial Vehicle Loading Zone" be established on the east side of Stanfield Road, between a point 25 meters north of the CPR level crossing and a point 25 meters northerly thereof.

(b) That the draft by-law to so amend Traffic By-law No. 444-79, as amended, be approved.

(38-117-79) 86-79

118. That no further work be carried out on fence repairs in 1979, and those repairs still to be completed in this year, be deferred to the 1980 Current Budget.

(38-118-79) 143-79
49-79
139-79
102-79

119. (a) That the requirement of a cash contribution by Tricont Properties Limited, OZ-6-77, to the City, for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs, be deleted as an engineering requirement for the subject development.

(b) That North Sheridan Way be reinstated to a two lane paved ditch section in accordance with current City standards at the expense of Tricont Properties Limited.

(c) That Tricont Properties Limited post the additional securities under the existing Engineering Agreement as a guarantee for this reinstatement.

(38-119-79) OZ-6-77

120. (a) That the owners of residential property be required to pay a charge of $25.00 per foot for the installation by the City of driveway culverts, including headwalls.

(b) Industrial and commercial owners be required to pay the actual cost of installing a driveway culvert and headwalls, and further, that they be required to pay the City a deposit based on the estimated cost of installing a culvert and headwalls prior to the installation thereof.

(c) Driveway culverts be installed only by the City and/or the City's contractors.

(38-120-79) 139-79

121. (a) That Paisley Boulevard West, between Goodison Avenue and Antigua Drive, not be constructed until such time as development occurs on the north side of the proposed extension of Paisley Boulevard.

(b) That the Commissioner of Engineering and Works meet with representatives of the Board of Education to deal with the complaints regarding access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school and report back to the Public Works Committee.

(38-121-79) 3-79
6-79

122. (a) That the requirement for noise abatement berm works on Lots 410, 411 and 412, Plan M-120, Cadillac Fairview Corporation, which are provided for in the Engineering Agreement dated October 7, 1975, be deleted.

(b) That a further agreement be entered into between Cadillac Fairview Corporation, the City and the owners of Lots 410, 411 and 412, Plan M-120, agreeing that the berm will not be constructed.

(c) That the Agreement be registered on title of Lots 410, 411 and 412, Plan M-120.

(d) That the Commissioner of Engineering and Works be directed to investigate alternative noise abatement structures at this location and report back to the Public Works Committee.

(38-122-79) M-120

123. That signs be erected on the east side of Stanfield Road from the CPR crossing to the Queensway to prohibit parking at all times.

(38-123-79) 86-79

124. (a) That all-way stops be installed at the intersections of Cliff Road and Tedwyn Drive, and Cliff Road and King Street.

(b) That the draft by-law to so amend Traffic By-law 444-79, as amended, be approved.

ITEM 124 CONTINUED

(c) That a review of all traffic control measures in the Z-14 area, bounded by the Queen Elizabeth Way, Hurontario Street, Dundas Street and Cawthra Road, be undertaken and a report submitted to the Public Works Committee by October 31, 1979.

(38-124-79) 86-79

125. (a) That all-way stop signs be placed at Rathburn Road and Wilcox Road, and that Wilcox Road remain the 'stop' street.

(b) That as soon as the report on the adjacent developments, Dunbourne Holdings, T-77049; Heldar Holdings, T-79009; Whitehall Developments, T-78047; Sylco Construction, OZ-83-75, on Wilcox Road is dealt with by Council, the residents be notified as to the arrangements for the upgrading of Wilcox Road from Burnhamthorpe Road to Highway 403.

(38-125-79) 49-79
139-79
T-77049
T-79009
T-78047
OZ-83-75

126. (a) That 50 km/h speed limit signs not be erected on Northmount Avenue.

(b) That no additional all-way stop signs be erected on Northmount Avenue.

(c) That Northmount Avenue street lighting upgrading be included in the priority list for the 1981 Capital Budget which will be considered by the 1981 Council.

(d) That the Works Department work in conjunction with the Parks Department to attempt to resolve the drainage problem in the rear of yards backing onto the Cawthra-Elliott Estate as soon as possible.

(38-126-79) 49-79
139-79

127. (a) That an all-way stop sign be erected at the intersection of Glen Erin Drive and Folkway Drive.

(b) That the draft by-law to so amend Traffic By-law 444-79, as amended, be approved.

(38-127-79) 86-79

128. (a) That all-way stop signs be erected at the intersection of Scarboro Street and York Street.

(b) That the draft by-law to so amend Traffic By-law 444-79, as amended, be approved.

(c) That warning signs be installed on Scarboro Street advising motorists not to stop on the railway tracks.

(38-128-79) 28-79
86-79

129. That Council be requested to consider the reinstitution of the policy of the City removing snow on all public sidewalks in the City.

(38-129-79) 24-79

130. (a) That in the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, a centre island be constructed on Dundas Street complete with "keep right" signs and flashers.

(b) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.

(c) That the necessary signs be erected to advise motorists that eastbound left-turns at the bank driveway are prohibited.

(d) That the question of traffic signals at the intersection of Dundas Street and Robinson Street be referred to the 1980 Capital Budget Discussions.

(38-130-79) 137-79
86-79

131. That Ninth Street from approximately 300 feet west of Northmount Avenue to 300 feet east of Alexandra Avenue not be considered for reconstruction in the 5 year Capital Budget forecast through to 1983, in light of higher priority projects and lack of budget allocations.

(38-131-79) 139-79
49-79

132. That no further property negotiations or acquisitions take place for lands required for a full railroad Grade Separation at Clarkson Road and Lorne Park Road until such time as these projects appear in the 5-year Capital Budget.

(38-132-79) 103-79

133. That the Engineering Department's report dated July 26, 1979, detailing the safety precautions being carried out during the execution of all City of Mississauga Capital Programmes in the vicinity of existing oil and/or gas pipelines, be received.

(38-133-79) 151-79

134. (a) That $95,000.00 be re-allocated from the following maintenance activities to Emergency Storm Sewer Repairs:

$15,000.00 from the Hot Mix Asphalt Account
$30,000.00 from the Summer Activities Accounts
$50,000.00 from the Ditching Account

(b) That $100,00.00 from the 1978 Capital Budget - City Participation in Storm Sewer Oversizing Account - be used for the balance of the Emergency Storm Sewer Repairs which have been carried out or are still necessary to be carried out.

(c) That any additional Storm Sewer Emergency Repairs be made as required by the Commissioner of Engineering and Works, and that a report be made as soon as possible to the Public Works Committee requesting additional funds.

(d) That the Region of Peel be requested to eliminate the dump charges for the City of Mississauga Yard Bin Program.

(38-134-79 139-79

135. That the Summary of Unfinished Business relating to the Public Works Committee dated July 26, 1979, be received.

(38-135-79) 139-79

no quorum for this meeting so material submitted to L.C. on July 11/79

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 5, 1979; 7:30 P.M.

COMMITTEE ROOM 'A'

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor
	Councillor F. Hooper
	Councillor R. Starr
	Councillor S. Mahoney
	Mr. R. B. Martin
	Mr. B. Belford
	Mr. F. J. Dale
	Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: June 29, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JULY 5, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	86-79	Traffic Controls - American Drive and Viscount Road
2.	86-79	All-Way Stop at Brandon Gate Drive and Darcel Avenue
3.	86-79	Fire Routes
4.	29-79 18-79	Proposed By-law to Regulate Parades or Processions on Public Highways
5.	29-79	Street Dance - Cadiz Crescent
6.	32-79	Seventh Series Limited
7.	P.N. 78-059	Construction of Mary Fix Creek Diversion
8.	66-79	Severances of Lands Adjacent to or Within New Plans of Subdivision
9.	T-76036 T-77017	Thompson Estates Subdivision Mississauga Golf Club Estates
10.	T-77040 T-77041 T-77042	Central Parkway Limited (Construction of Sidewalks)
11.	M-217	Amity Road Extension - Bayshore Investments Limited
12.	47-79 18-79	Acquisition of C.N.R. Property
13.	86-79	Central Parkway East - Prohibition of Parking
14.	R.P. M-233	Avenue Excavators Limited
15.	137-79	Traffic Hazard - Darcel Avenue South of Etude Drive
16.	T-75526	N.H.D. Developments Limited

ITEM #	FILE #	SUBJECT MATTER
17.	52-79	1979 Sidewalk Construction Programme
18.	29-79	Berolina Cycling Club - Bicycle Race
19.	103-79	Proposed Confederation Parkway Grade Separation
20.	53-79	Proposed Transit Strip on North Side of Burnhamthorpe Road
21.	137-79	Traffic Signals - The Collegeway and Glen Erin Drive
22.	PN 78-059	Mary Fix Creek between Paisley Boulevard and Dundas Street
23.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JULY 5, 1979
COMMITTEE ROOM 'A' AT 7:30 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated June 11, 1979 from the Commissioner of Engineering and Works regarding traffic controls at the intersection of American Drive and Viscount Road. Mr. Taylor indicates in his report that a year ago, all-way stop signs were installed at this intersection and that a recent review indicates that the stop signs are regulating traffic in a satisfactory manner, and further, that the accident rate and the severity of accidents has, in fact, decreased slightly. Therefore, Mr. Taylor recommends:

   That traffic signals not be installed at the intersection of American Drive and Viscount Road as the all-way stop signs are adequately handling the traffic flow.

   File: 86-79

   RECOMMEND ADOPTION

2. Report dated June 13, 1979 from the Commissioner of Engineering and Works regarding a request from residents of Brandon Gate Drive for an all-way stop at Brandon Gate Drive and Darcel Avenue. In his report, Mr. Taylor indicated that warrants are met for all-way stop signs and recommends:

   That all-way stop signs be installed at the intersection of Brandon Gate Drive and Darcel Avenue and that the Consolidated Traffic By-law #444-79, as amended, be amended to implement this change.

   File: 86-79

   RECOMMEND ADOPTION

ITEM 4 CONTINUED .....

(iv) That the Ward Councillor be notified upon such an application being made to the Engineering & Works Department.

Files: 29-79
18-79

RECOMMEND ADOPTION

5. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding a request from Ms. Wendy B. Goulding of 6959 Cadiz Crescent, Mississauga, in Ward 9, for approval of the closure of Cadiz Crescent for the purpose of holding a street dance on Saturday, August 11, 1979 from 7:00 a.m. to 1:00 a.m. on Sunday, August 12, 1979. In his report, Mr. Taylor indicated that he has no objection to this request and recommends:

"That approval be granted to Ms. Wendy B. Goulding of 6959 Cadiz Crescent, Mississauga, to allow the closing of Cadiz Crescent from 7:00 a.m. on Saturday, August 11, 1979 to 1:00 a.m. on Sunday, August 12, 1979, subject to the following:

(i) That consent in writing be presented to the Engineering Department with at least two-thirds of the residents of the dwelling units on Cadiz Crescent indicating agreement to the proposed road closure.

(ii) That proof of liability insurance in the amount of $1,000,000.00 with loss payable to The Corporation of the City of Mississauga be provided.

(iii) That a road closure permit be obtained from the Engineering Department at least one full week prior to the closing of Cadiz Crescent."

File: 29-79

RECOMMEND ADOPTION

PREVIOUS DOCUMENT

RE-FILMED

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE — THURSDAY, JULY 5, 1979
COMMITTEE ROOM 'A' AT 7:30 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated June 11, 1979 from the Commissioner of Engineering and Works regarding traffic controls at the intersection of American Drive and Viscount Road. Mr. Taylor indicates in his report that a year ago, all-way stop signs were installed at this intersection and that a recent review indicates that the stop signs are regulating traffic in a satisfactory manner, and further, that the accident rate and the severity of accidents has, in fact, decreased slightly. Therefore, Mr. Taylor recommends:

   That traffic signals not be installed at the intersection of American Drive and Viscount Road as the all-way stop signs are adequately handling the traffic flow.

   File: 86-79

   RECOMMEND ADOPTION

2. Report dated June 13, 1979 from the Commissioner of Engineering and Works regarding a request from residents of Brandon Gate Drive for an all-way stop at Brandon Gate Drive and Darcel Avenue. In his report, Mr. Taylor indicated that warrants are met for all-way stop signs and recommends:

   That all-way stop signs be installed at the intersection of Brandon Gate Drive and Darcel Avenue and that the Consolidated Traffic By-law #444-79, as amended, be amended to implement this change.

   File: 86-79

   RECOMMEND ADOPTION

3. Report dated June 13, 1979 from the Commissioner of Engineering and Works regarding the designation of fire routes at three locations in the City of Mississauga. In his report, Mr. Taylor recommends:

"That fire routes be designated at:

3279 Caroga Drive
1547 Mississauga Valley Boulevard
425 Rathburn Road

and that a by-law to so amend the Consolidated Traffic By-law #444-79, as amended, be enacted by Council."

File: 86-79

RECOMMEND ADOPTION

4. Report dated June 19, 1979 from the Commissioner of Engineering and Works regarding a proposed by-law to regulate parades or processions on public highways and to provide for the temporary closing of a highway which is to be used for social, recreational, community or athletic purposes. In his report, Mr. Taylor advises that the proposed by-law will allow applications to be made and approval given by the Commissioner of Engineering and Works for a parade on a City highway and for the closing of a street for a street dance, etc., without referral to Council. In his report, Mr. Taylor recommends:

" a) That the proposed by-law to regulate parades or processions on public highways and to temporarily close a public highway which is to be used for social, recreational, community or athletic purposes, be enacted.

b) That the following policy be implemented for parades and street dances upon the enactment of the aforementioned by-law:

(i) That the approval of the Peel Regional Police be received.

(ii) That the approval of the Regional Engineering Department be received with respect to Regional roads.

(iii) That the approval of the Ministry of Transportation and Communications be received with respect to Provincial Highways.

ITEM 4 CONTINUED .....

(iv) That the Ward Councillor be notified upon such an application being made to the Engineering & Works Department.

Files: 29-79
18-79

RECOMMEND ADOPTION

5. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding a request from Ms. Wendy B. Goulding of 6959 Cadiz Crescent, Mississauga, in Ward 9, for approval of the closure of Cadiz Crescent for the purpose of holding a street dance on Saturday, August 11, 1979 from 7:00 a.m. to 1:00 a.m. on Sunday, August 12, 1979. In his report, Mr. Taylor indicated that he has no objection to this request and recommends:

"That approval be granted to Ms. Wendy B. Goulding of 6959 Cadiz Crescent, Mississauga, to allow the closing of Cadiz Crescent from 7:00 a.m. on Saturday, August 11, 1979 to 1:00 a.m. on Sunday, August 12, 1979, subject to the following:

(i) That consent in writing be presented to the Engineering Department with at least two-thirds of the residents of the dwelling units on Cadiz Crescent indicating agreement to the proposed road closure.

(ii) That proof of liability insurance in the amount of $1,000,000.00 with loss payable to The Corporation of the City of Mississauga be provided.

(iii) That a road closure permit be obtained from the Engineering Department at least one full week prior to the closing of Cadiz Crescent."

File: 29-79

RECOMMEND ADOPTION

6. Report dated June 18, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal works provided by the Developer, Seventh Series Limited, in their development east of Airport Road and south of Bresler Drive. In his report, Mr. Taylor indicates that the Developer has complied with all requirements of the Engineering Agreement and recommends:

a) That the City of Mississauga assume the municipal works as provided by the Developer, Seventh Series Limited, and maintain under the terms of the Engineering Agreement for its development under File C.A.A. 274/74.

b) That the City of Mississauga release all securities, required by the Engineering Agreement, to the Developer, Seventh Series Limited."

File: 32-79

RECOMMEND ADOPTION

7. Report dated June 21, 1979 from the Commissioner of Fngineering and Works in which he advises that the Ministry of the Environment has authorized a Community Services Grant an estimated amount of $344,780.00 for the construction of the Mary Fix Creek Diversion from the Queensway to the Credit River. Mr. Taylor further indicates that the Ministry of the Environment has not commited funds for this project and does not guarantee that funds will be available when a formal application for the grant is submitted. Mr. Taylor recommends:

"That the report dated June 21, 1979 from the Commissioner of Engineering and Works, regarding a ruling by the Ministry of the Environment that the Mary Fix Creek Diversion from the Queensway to the Credit River is eligible for a Community Services Grant in the estimated amount of $344,780.00., be received."

File: P.N. 78-059

RECOMMEND RECEIPT

8. Report dated June 26, 1979 from the Commissioner of Engineering and Works regarding severances of lands adjacent to or within new plans of subdivision. In his report, Mr. Taylor advises that a number of owners of small land holdings in areas such as North North Dixie, apply for severances once the adjacent lands are serviced. Mr. Taylor suggests that severances which occur in developing residential areas, in lieu of plans of subdivision, be imposed a levy to cover the cost of servicing and be released to the Developer of the adjacent plan of subdivision prior to the acceptance of the Developer's services by the City. In his report, Mr. Taylor recommends:

   a) That when applications for land severances are received for lands adjacent to or surrounded by lands subject to proposed plans of subdivision in areas of the municipality subject to rapid development such as the North North Dixie area, it be made a requirement that the applicant for the severance pay a charge in the amount of $100.00 per side foot frontage for the road and services.

   b) That monies collected from this charge be paid to the Developer who has installed the services, if the severance application is received by the municipality prior to acceptance of the road and services by the City.

   c) That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance.

   File: 66-79

   RECOMMEND ADOPTION

9. Report dated June 14, 1979 from the Commissioner of Engineering and Works regarding Thompson Estates Subdivision, T-76036, and Mississauga Golf Club Estates, T-77017. In his report, Mr. Taylor advises that Paragraph 7 of Section 3 of the Consolidated Report dated December 13, 1977 for File T-77017, and April 14, 1977 for File T-76036, requires that the Developers shall contribute 50% of the cost of the future reconstruction of North Sheridan Way to a two lane road with curbs. Mr. Taylor further indicates that as there is only frontage on one side of North Sheriday Way, it is preferable to reinstate and resurface the road at this time to the present

ITEM 9 CONTINUED .....

standards. In his report, Mr. Taylor recommends:

a) That the requirement contained in Paragraph 7 of Section 3 of the Consolidated Report dated December 13, 1977 for File T-77017, and April 14, 1977 for File T-76036, requiring that the Developers, Thompson Estates Subdivision and Mississauga Golf Club Estates, contribute 50% of the cost of the future reconstruction of North Sheriday Way to a two lane road with curbs, be deleted.

b) That North Sheridan Way be reinstated to a two lane paved highway with ditchs in accordance with current City standards.

Files: T-76036
T-77017

RECOMMEND ADOPTION

10. Report dated June 29, 1979 from the Commissioner of Engineering and Works regarding the proposed subdivision of Blocks B, F and G on Registered Plan M-159 in Ward 4. In his report, Mr. Taylor advises that Central Parkway Limited is proposing to sub-divide these three blocks of land for single, semi and townhouse developments. In light of the fact that the roadways in these proposed plans of subdivision are primarily cul-de-sacs, Mr. Taylor recommends:

a) That the Developer, Central Parkway Limited, be permitted to use 56 foot road allowances for all streets in the proposed plans of subdivisions under Files T-77040, T-77041 and T-77042, located on Blocks G,B and F respectively on R.P. M-159.

b) That the Developer, Central Parkway Limited, be required to construct a sidewalk on the east side of the internal street in the proposed plan of subdivision under File T-77042 (Block F, R.P. M-149) and that no additional sidewalks be required in this proposed plan of subdivision.

c) That the Developer, Central Parkway Limited, not be required to construct any sidewalks in the proposed plans of subdivision, T-77040 and T-77041 (Blocks G and B, R.P. M-159)

Files: T-77040
T-77041
T-77042

RECOMMEND ADOPTION

11. Report dated June 19, 1979 from the Commissioner of Engineering and Works in which Mr. Taylor advises that Schedule 'C' of the Engineering Agreement for R.P. M-217 (Amity Road Extension) requires that prior to the issuance of building permits for Lots 4 and 5, a City walkway with fencing shall be constructed between said lots. Furthermore, Mr. Taylor advises that to ensure temporary access to the development from Britannia Road West, the Building Department was also advised not to release the building permit for Lot 6. Mr. Taylor advises that the Developer, Bayshore Investments Limited, has requested that this restriction on three of the nine lots in his development will cause severe financial hardships and accordingly, requests the release of these restrictions. In his report, Mr. Taylor recommends:

"That building permits for Lots 4, 5 and 6, R.P. M-217, be released upon receipt of a Letter of Undertaking in a form acceptable to the City Solicitor in which the Developer, Bayshore Investments Limited, undertakes to meet all outstanding requirements of the Engineering Department as they relate to the issuance of building permits for these lots."

File: M-217

RECOMMEND ADOPTION

12. Report dated June 22, 1979 from the Commissioner of Engineering and Works regarding a parcel of land in the former Town of Port Credit, adjacent to the Canadian National Railway which now forms part of the travelled portion of the road known as Front Street, extending from Peter Street to Mississauga Road. Mr. Taylor advises that this parcel of land is subject to a C.N.R. right-of-way and recommends:

"That the City Property Agent be directed to negotiate with the C.N.R. for the acquisition by the City of C.N.R. property presently being used as part of a public road known as Front Street from Peter Street to Mississauga Road."

Files: 47-79
18-79

RECOMMEND ADOPTION

13. Report dated June 26, 1979 from the Commissioner of Engineering and Works regarding the prohibition of parking at any time on Central Parkway East between Hurontario Street and Burnhamthorpe Road. This matter was to be considered by the Public Works Committee at its meeting on June 15, 1979, but was deferred until this time in order that Councillor Taylor could look into the problem. Councillor Taylor has now reviewed this matter and is in agreement with the following recommendations of the Commissioner:

a) That "No Parking Anytime" signs be erected on both sides of Central Parkway East between Mississauga Valley Boulevard and Hurontario Street.

b) That a sign be posted on the boulevard of Central Parkway East, both north and south of Mississauga Valley Boulevard, indicating that parking for park activities is available off Mississauga Valley Boulevard.

File: 86-79

RECOMMEND ADOPTION

14. Report dated June 25, 1979 from the Commissioner of Engineering and Works regarding a provision in the Engineering Agreement for R.P. M-233, developed by Avenue Excavators Limited, regarding the erection of a 6 foot high chain link fence at the rear of the lands on Coronado Drive backing onto the Credit River. In his report, Mr. Taylor indicates that the Developer has requested that height requirements on this fence be reduced to 4 feet and Mr. Taylor recommends:

"That the requirement in the Engineering Agreement for a 6 foot chain link fence with 1½ inch gauge mesh, be deleted and that the Developer, Avenue Excavators Limited, of R.P. M-233, be permitted to install a 4 foot chain link fence with 1½ inch 9 gauge mesh along the sides of Block A, and along the rear lot lines of Lots 1 to 10 inclusive, located on Coronado Drive and backing onto the Credit River."

File: R.P. M-233

RECOMMEND ADOPTION

15. Report dated June 22, 1979 from the Commissioner of Engineering and Works regarding a potential traffic hazard on Darcel Avenue, south of Etude Drive. In his report, Mr. Taylor advises that Darcel Avenue, at this location, has a sharp curve and that the location is now appropriately signed to warn motorists of the curve. Mr. Taylor recommends this his report be received.

File: 137-79

RECOMMEND RECEIPT

16. Report dated June 14, 1979 from the Commissioner of Engineering and Works regarding a proposed plan of subdivision, File T-75526, N.H.D. Developments Limited. Mr. Taylor advises that the Developer must obtain a lease of land owners by the Federal Government to provide for adequate storm sewer drainage. Mr. Taylor recommends:

a) That the Developer, N.H.D. Developments Limited, of the proposed plan of subdivision, T-75526, located at the south/west corner of Dixie Road and Derry Road, be required to deposit sufficient funds with the City which will generate the annual rental rate, commencing at the assumption of the subdivision by the municipality, for lands to be leased from the Federal Government to provide for adequate storm sewer drainage for this development.

b) That the Developer, N.H.D. Developments, T-75526, be required to pay the annual rental rate prior to the assumption of the services by the municipality.

c) That the Region of Peel enter into an agreement with the City of Mississauga that any rental shortfall be shared equally for the duration of the term that the sanitary sewer is required to cross the Federal Government's lands.

File: T-75526

RECOMMEND ADOPTION

17. Report dated June 28, 1979 from the Commissioner of Engineering and Works regarding the 1979 Sidewalk Construction Programme. In his report, Mr. Taylor advises that due to a transcript error, the Public Works Committee, at its meeting on May 25, 1979, recommended that the sidewalk on Blanefield Road be constructed on the east side rather than on the west side of the road. In his report, Mr. Taylor recommends:

a) That the following recommendation of General Committee, made at its meeting held on June 13, 1979 and adopted by Council on June 25, 1979, be rescinded:

"That the construction of a sidewalk on Blanefield Road (east side), be included in the 1979 Capital Works Program and that the funds for this sidewalk in the amount of $30,000.00 be reallocated from the Cooksville Creek Project (Liverton Site)."

b) That the construction of a sidewalk on the west side of Blanefield Road be included in the 1979 Capital Works Program and that the funds for this sidewalk, in the amount of $30,000.00 be reallocated from the Cooksville Creek Project (Liverton Site).

File: 52-79

RECOMMEND ADOPTION

18. Report dated June 26, 1979 from the Commissioner of Engineering and Works regarding a request from the Berolina Cycling Club for permission to hold a bicycle race on portions of Sismet Boulevard, Creekbank Road, Aimco Boulevard and Matheson Boulevard on Sunday, July 29, 1979. In his report, Mr. Taylor recommends:

"That permission be granted for the closing of Sismet Road, Creekbank Road between Sismet Road and Aimco Boulevard, Aimco Boulevard between Matheson Boulevard and Creekbank Road, and Matheson Boulevard between Sismet Road and Aimco Boulevard on Sunday July 29, 1979 between 9:00 a.m. and 5:00 p.m. for the purpose of holding a bicycle race, subject to the following:

(i) the applicant obtaining written consent from at least two-thirds of the businesses affected by the closing of portions of Sismet Road, Creekbank Road, Aimco Boulevard and Matheson Boulevard.

ITEM 18 CONTINUED .....

(ii) the applicant satisfying the City Treasurer that the requirement for $1,000,000.00 Liability Insurance payable to the City is fulfilled.

(iii) the applicant obtaining the necessary Road Closure Permit FIVE (5) working days in advance of the event.

File: 29-79

RECOMMEND ADOPTION

19. Report dated June 27, 1979 from the Commissioner of Engineering and Works regarding the proposed Confederation Parkway Grade Separation at the CPR railway between Burnhamthorpe Road and Dundas Street. In his report, Mr. Taylor advises that in order to finalize the alignment of Confederation Parkway at this location, it is necessary to undertake a functional study for the road alignment and underpass location. In his report, Mr. Taylor recommends:

a) That the firm of Morrison, Hershfield, Burgess and Huggins Ltd. be retained to undertake a functional design study of Confederation Parkway from Dundas Street to Burnhamthorpe Road, including the Grade Separation at the C.P.R. at a cost not to exceed $25,000.00.

b) That Council authorize the Mayor and Clerk to sign an agreement for professional services for preparation of a functional design study of Confederation Parkway from Dundas Street to Burnhamthorpe Road, including the Grade Separation at the C.P.R. railway.

File: 103-79

RECOMMEND ADOPTION

20. Report dated June 29, 1979 from the Commissioner of Engineering and Works regarding a 40 foot proposed transit strip on the north side of Burnhamthorpe Road between Fieldgate Drive and Ponytrail Drive. In his report, Mr. Taylor advises that residents adjacent to this parcel of land are concerned about the physical appearance of these lands and the lack of maintenance of same. To ensure that these lands are properly maintained, Mr. Taylor recommends:

a) That the Recreation and Parks Department commence immediately to maintain the 40 foot transit strip on the north side of Burnhamthorpe Road between Fieldgate Drive and Ponytrail Drive with funds to be made available from the Manager's Contingency Fund,and further, that this maintenance include the covering of the existing concrete sidewalk with top soil and grass.

b) That the Engineering and Works Department construct an asphalt walkway between Ponytrail Drive and Fieldgate Drive adjacent to the 27 foot widening on the north side of Burnhamthorpe Road with funds already approved in the Engineering Sidewalk Account for 1979.

File: 53-79

RECOMMEND ADOPTION

21. Report dated June 29, 1979 from the Commissioner of Engineering and Works regarding the need for traffic signals at the intersection of The Collegeway and Glen Erin Drive. In his report, Mr. Taylor advises that Cadillac-Fairview Corporation, pursuant to Schedule "F" of the Engineering Agreement for Neighbourhood 105, has agreed to pay for the cost of traffic signals at this intersection. As the Engineering Department has received numerous requests for signals at this intersection, Mr. Taylor recommends:

"That the Commissioner of Engineering and Works be authorized to request Cadillac-Fairview Corporation to pay $35,000.00 for the cost of installing traffic signals at The Collegeway and Glen Erin Drive as per Schedule "F" of the Engineering Agreement for Neighbourhood 105."

File: 137-79

RECOMMEND ADOPTION

22. Report dated June 29, 1979 from the Commissioner of Engineering and Works regarding work to be done to the Mary Fix Creek between Paisley Boulevard and Dundas Street to increase the capacity of the Creek to adequately carry a regional storm in light of the proposed development of the land south of Dundas Street and west of Mason-Heights Boulevard that will drain into the Creek. Mr. Taylor explains that as we are currently spending approximately $3,000,000.00 to divert the Mary Fix Creek to the Credit River, it is appropriate to commence negotiations to acquire the necessary land north of Paisley Boulevard in order that an adequate waterway can be constructed between Dundas Street and Paisley Boulevard. Therefore, Mr. Taylor recommends:

a) That the City Property Agent be directed to enter into negotiations with the property owners north of Paisley Boulevard with a view to acquiring a right-of-way in 1980 for the construction of an adequate waterway capable of carrying the surface water drainage of a regional storm between Paisley Boulevard and Dundas Street.

b) That funds be made available in 1980 for the acquisition of the aforementioned right-of-way and for the watercourse improvements on the Marh Fix Creek between Paisley Boulevard and Dundas Street.

c) That the Public Works Committee be kept informed of these negotiations by the Commissioner of Engineering and Works and the City Property Agent.

File: PN 78-059

RECOMMEND ADOPTION

23. Summary of Unfinished Business relating to the Public Works Committee as of June 29, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00040

1.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

June 11, 1979

LADIES & GENTLEMEN:

SUBJECT: Traffic control at the intersection of American Drive at Viscount Road.

ORIGIN: Engineering Department.

COMMENTS: This report is written further to a report submitted in March of 1978, at which time we recommended the installation of an all-way stop at the intersection of American Drive and Viscount Road. We indicated at that time that we would review this location within a one year period to determine if a warrant for traffic signals were met.

RECEIVED
6230
JUN
86-79
CLERK'S

A further review of this intersection suggest minimal warrants may have been attained, however, our observation of the all-way stop installation indicate this device is working in a satisfactory manner. The accident rate has in fact dropped slightly and more importantly, the severity rate.

We would further point out that due to the on-going construction of the 427, traffic patterns have not yet stabilized and we cannot rule out the possibility that volumes could drop at this location. In view of the foregoing and in consideration of our existing signal program obligations, we do not wish to install traffic signals at this time.

RECOMMENDATION: As the existing all-way stop at American Drive and Viscount Road is adequately handling the existing traffic volumes, that traffic signals not be installed at this time.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk

c.c. E.M. Halliday
All Commissioners

FORM 145

FILE REF: 11 141 00039
11 161 00011
13 211 00048

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

June 13, 1979

LADIES & GENTLEMEN:

SUBJECT: Request for an all-way stop at Brandon Gate Drive and Darcel Avenue.

ORIGIN: Letter of petition from Mrs. R. Vercillo of 4259 Brandon Gate Drive.

COMMENTS: We have reviewed Mrs. Vercillo's petition for the installation of an all-way stop at Brandon Gate Drive and Darcel Avenue and are satisfied that it meets existing warrants.

RECOMMENDATIONS:

1) That an all-way stop be installed at the intersection of Brandon Gate Drive and Darcel Avenue.

2) That the attached draft by-law to amend Traffic By-Law #234-75, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners
Mrs. R. Vercillo

RECEIVED
REGISTRY No. 636
DATE JUN 18 1979
FILE No. 86-79
CLERK'S DEPARTMENT

4259 Brandon Gate Dr.
Mississauga, Ontario
L4T 3K5
May 14, 1979

2.a

Mr. Wanless
Traffic Engineer
#1 City Centre Dr.
City of Mississauga
Mississauga, Ontario

RE: Brandon Gate Dr. and Darcel Ave.
4-Way Stop Proposal

Dear Mr. Wanless:

As residents living in the Malton area, we the undersigned, would like to request the implementation of a four-way stop at the above mentioned intersection. On numerous ocassions we have witnessed drivers driving on Brandon Gate completely ignoring the stop sign. As a result making the intersection very hazardous prone for drivers travelling on Darcel Ave.

In our opinion, if one is to take into consideration that many people, especially children, go to the small plaza at the corner of Brandon Gate and Darcel, steps should be taken to eliminate the hazardous situation we have mentioned above from arising! We would appreciate it if it would be brought to Council's attention that either a four-way stop be implemented or traffic lights.

Thanking you in advance for your consideration in this matter.

Yours very truly,

R. Vercillo

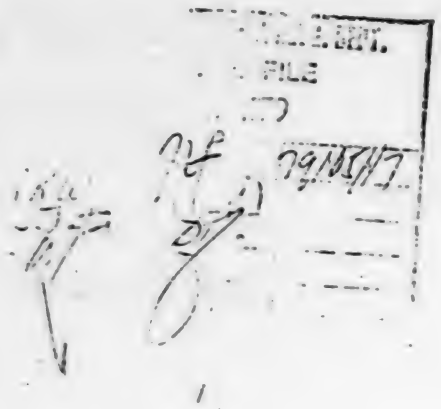
(Mrs.) R. Vercillo
4259 Brandon Gate Dr.
Miss. Ont. L4T 3K5

S. Verre

(Mrs.) S. Verre
7517 Rockhill Rd.
Mississauga, Ont. L4T 2Z8

T. David

(Mrs.) T. David
7649 Wildfern Dr.
Miss. Ont. L4T 3P7



3.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00217

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

June 13, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire Access Route By-Law.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law #234-75, as amended, by adding to Schedule XVIII, a number of listings under Designated Fire Routes.

These amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property.

Accompanying this By-Law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECOMMENDATIONS:

1) That the attached draft By-Law amending Traffic By-Law #234-75, as amended, be approved.

2) That the Agreement Forms accompanying this By-Law revision as contained herein, be executed by the Mayor and Clerk.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 6360
DATE JUN 1 8 1979
FILE No. 86-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILE REFERENCE: 13 211 00219
11 141 00039

4.

Chairman and Members of
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 19, 1979

SUBJECT: A By-law to regulate parades or processions on highways and to temporarily close a highway which is to be used for social, recreational, community or athletic purposes.

ORIGIN: Engineering and Works Department and Legal Department.

COMMENTS: The attached by-law has been prepared by the Legal Department and will allow application to be made and approval given by the Commissioner of Engineering and Works for a parade on a City highway and for the closing of a street for a street dance, or other purposes, without referral to Council.

In the case of street dances, the applicant will be required to provide a petition signed by at least two-thirds of the residents of the street agreeing to the street dance, and submission of satisfactory proof of Liability Insurance coverage in the amount of $1,000,000.00.

RECEIVED
REGISTRY No. 6828
DATE JUN 27 1979
FILE No. 29-79
18-79
CLERK'S DEPARTMENT

We would recommend to Council that the attached by-law to regulate parades or processions on highways and to temporarily close a highway which is to be used for social, recreational, community or athletic purposes be adopted.

RECOMMENDATIONS: 1 - That the by-law to regulate parades or processions on highways and to temporarily close a highway which is to be used for social, recreational community or athletic purposes be adopted.

2 - That the following policy be implemented for parades and street dances upon the adoption of the aforesaid by-law:-

continued.....

4.a

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS:

A - That the approval of the Peel Regional Police be received, including staff requirements.

B - That the approval of the Regional Engineering Department be received with respect to Regional roads.

C - That the approval of the M.T.C. be received with respect to Provincial Highways.

D - That the Ward Councillor be notified upon application being made to the Engineering and Works Department.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
Commissioners,
J. V. Falke.

att. 1

4.6

BY-LAW NUMBER_____

A By-law to regulate parades or processions on highways and to temporarily close a highway which is to be used for for social, recreational community or athletic purposes.

WHEREAS Council may pass a by-law under Paragraph 3 of Section 386 of The Municipal Act, R.S.O. 1970 c.284, as amended, for regulating parades on highways;

AND WHEREAS Council may pass a by-law under paragraph 61 of Section 352 of The Municipal Act, R.S.O. 1970, c. 284, as amended, for temporarily closing to vehicular traffic a highway for social, recreational community or athletic purposes;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. In this By-law,

"city" means the City of Mississauga, in the Regional Municipality of Peel,

"commissioner" means the Commissioner of Engineering and Works for the Corporation of the City of Mississauga or his designate,

"engineering department" means the Engineering Department of the Corporation of the City of Mississauga,

"highway" means a common and public highway, and includes a street and a bridge forming part of a highway or on, over or across which a highway passes;

"person" includes a corporation and the heirs, executors, administrators or other legal representatives of a person to whom the context can apply according to law,

"treasurer" means the Treasurer of the Corporation of the City of Mississauga, or his designate.

4.C

2. (a) No person shall conduct a parade or procession which necessitates a closing of a highway or portion of a highway to vehicular traffic for a temporary period not exceeding 24 hours unless he has a permit issued by the Commissioner under this by-law.

(b) No person shall use a highway for social, recreational or community purposes where such use necessitates a temporary closing of a highway or portion of a highway to vehicular traffic for a temporary period not exceeding 24 hours unless he has a permit issued by the Commissioner under this by-law.

3. (1) No permit shall be issued by the Commissioner unless:

(a) the applicant has completed and filed with the Engineering Department an application on the form provided by the Engineering Department showing:

(i) the type of activity for which the permit is sought,

(ii) the date, time and duration of activity,

(iii) the name, address and phone number of applicant, and

(iv) by sketch the highways affected,

(b) where the application is for a closure for social, recreation or community purposes other than a parade or procession the application must be accompanied by,

(i) the written consent of the occupants of at least two-thirds (2/3) of the dwelling units abutting directy onto the highway to be closed,

(ii) proof of arrangements for liability insurance in the amount of at least $1,000,000. showing the City as a named insured.

4.d

(2) All applications must be filed with the Engineering Department at least six (6) weeks in advance of the proposed closing where the highway is a local or collector road and at least eight (8) weeks in advance of the proposed closing where the highway is a major arterial road.

4. Every person to whom a permit is issued under this by-law shall:

(a) obtain and return at his own expense from the engineering department barricades in the number required by the engineering department.

(b) erect the barricades at the locations approved by the engineering department.

(c) immediately upon completion of the event, clean the highway completely of all debris, rubbish and other encumbrances, and

(d) not erect or maintain or permit to be built or maintained any fires on the highway.

ENACTED and PASSED this day of 1979.

Approved City Solicitor Mississauga

APPROVED COMMISSIONER ENG./WORKS MISSISSAUGA

MAYOR

CLERK

5.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 78223

JM

To: Chairman and Members of the Public Works Committee, City of Mississauga

From: William P. Taylor, P. Eng., Commissioner

Dept: Engineering and Works

Request No. 248-79
Clerk's File No. 29-79

June 12, 1979

LADIES & GENTLEMEN:

SUBJECT: Closure of Cadiz Crescent for the purpose of holding a street dance on Saturday August 11, 1979.

ORIGIN: Ms. Wendy B. Goulding of 6959 Cadiz Crescent, Mississauga.

COMMENTS: The residents of Cadiz Crescent have requested the closing of a portion of this roadway for the purpose of holding their second annual street dance. This event is scheduled from 7:00 a.m. to 1:00 a.m. on Saturday, August 11, 1979. We have no objection to this road closing provided the applicant complied with Council's general conditions policy requirements for temporary roadway closings.

RECOMMENDATIONS:

1) That consent in writing be presented to the Engineering Department with at least two-thirds of the residents of the dwelling units on Cadiz Crescent indicating agreement to the proposed road closure.

2) That proof of liability insurance in the amount of $1,000,000.00 with loss payable to The Corporation of the City of Mississauga be provided.

3) That a road closure permit be obtained from the Engineering Department at least one full week prior to the closing of Cadiz Crescent.

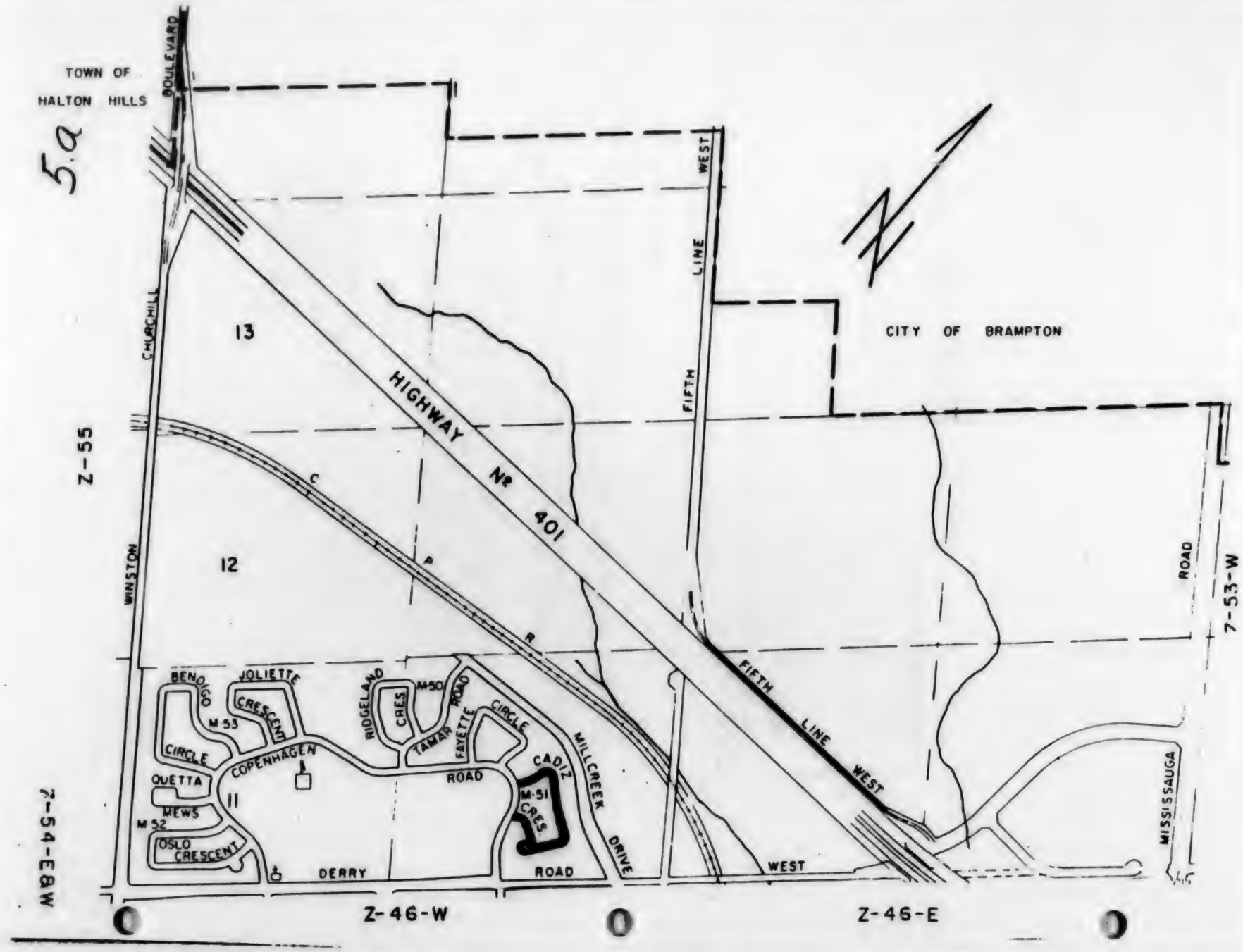
JL:mk
Att.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

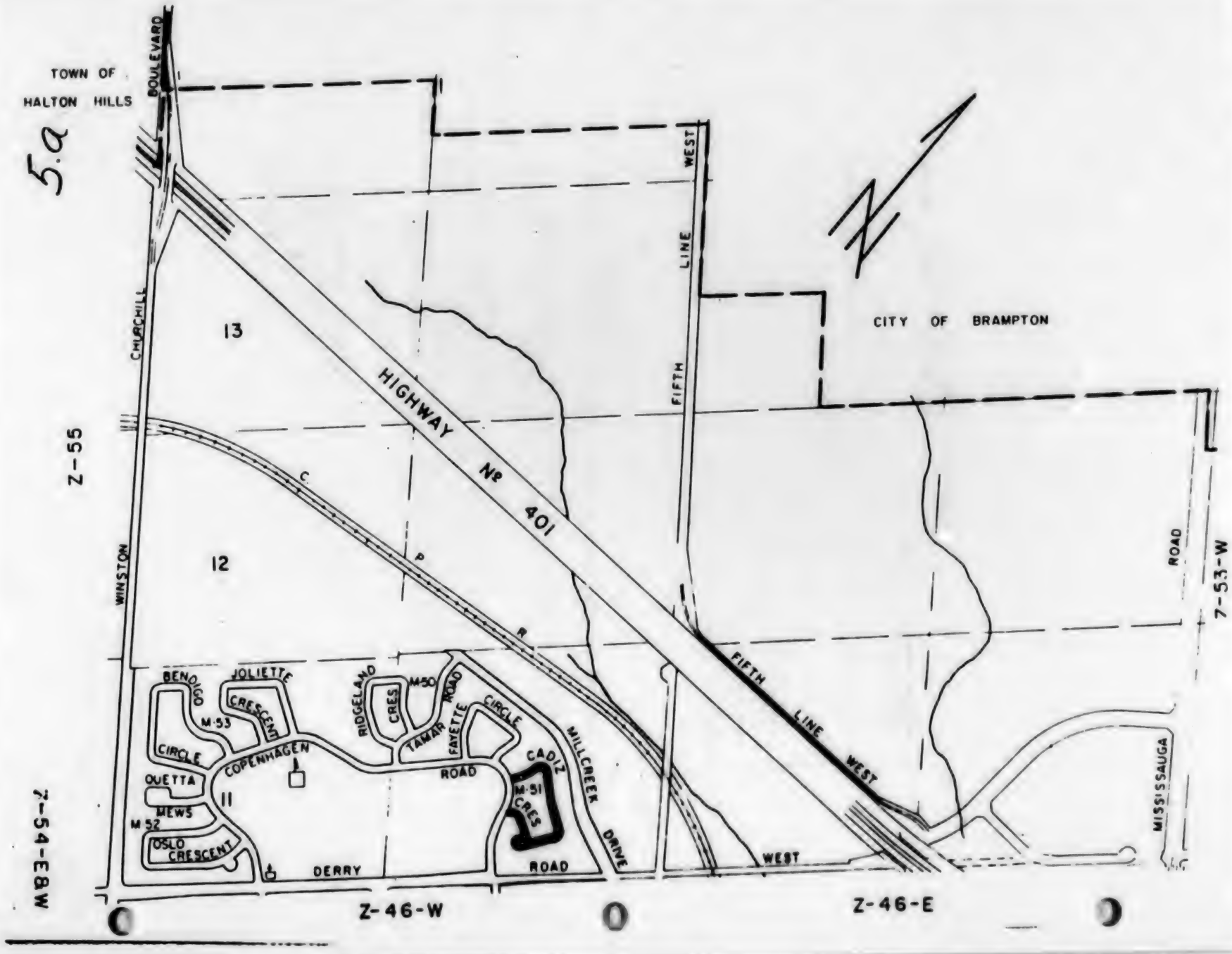
c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 6359
DATE JUN 13 1979
REG. No. 29-79
PLANNING DEPARTMENT

5.a


TOWN OF HALTON HILLS
BOULEVARD
CHURCHILL
WINSTON
WEST
LINE
FIFTH
CITY OF BRAMPTON
HIGHWAY Nº 401
ROAD
7-53-W
13
12
11
Z-55
7-54-E&W
BENDIGO
JOLIETTE
CRESCENT
M-53
CIRCLE
COPENHAGEN
QUETTA
MEWS
M-52
OSLO
CRESCENT
RIDGELAND
CRES
M-50
TAMAR
ROAD
FAYETTE
CIRCLE
CADIZ
M-51
CRES
MILLCREEK
DRIVE
DERRY
ROAD
FIFTH LINE WEST
MISSISSAUGA
Z-46-W
Z-46-E

5.a


TOWN OF HALTON HILLS
BOULEVARD
CHURCHILL
WINSTON
Z-55
Z-54-E&W
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HIGHWAY Nº 401
FIFTH LINE WEST
CITY OF BRAMPTON
FIFTH LINE WEST
7-53-W
ROAD
MISSISSAUGA
WEST
BENDIGO CIRCLE
JOLIETTE CRESCENT
M-53
COPENHAGEN
QUETTA MEWS
M-52
OSLO CRESCENT
RIDGELAND CRES.
M-50
TAMAR ROAD
FAYETTE CIRCLE
CADIZ CRES.
M-51
MILLCREEK DRIVE
ROAD
DERRY ROAD
Z-46-W
Z-46-E

5.b

June 5th, 1979

6959 Cadiz Cres.
Mississauga, Ontario
L5N 1Y3

Terence Julian
City Clerk
City Clerks Dept.
1 City Centre Drive
Mississauga, Ontario.

Dear Mr. Julian:

The residents of Cadiz Crescent again request permission to close off part of the crescent on the evening and night of August 11th, 1979, from 7 a.m. to 1 a.m., August 12th, 1979, for our second annual Cadiz Crescent Classic (Street Dance)

We will also require the barricades as we did last year and garbage disposals would be greatly appreciated.

Please inform the writer after this matter has been approved by council.

Thank you.

Yours truly,

W. B. Goulding

Wendy B. Goulding

Phone - Home - 826-8593
Bus. - 621-6000, ext. 263

RECEIVED
REGISTRY No. 5888
DATE JUN 6 1979
FILE No. 29-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILES: 16 111 76101
11 141 00039

6.

Chairman and Members
Public Works Committee

From: William P. Taylor
Dept: Engineering and Works

June 18, 1979.

SUBJECT: Assumption of the Municipal Works provided by Seventh Series Limited in their development of lands east of Airport Road and South of Bresler Drive - C.A.A. 274/74

ORIGIN: Engineering Agreement between Seventh Series Limited and The City of Mississauga dated February 14, 1977.

COMMENTS: As far as this Department is concerned, the Developer has complied with all requirements outlined within the Engineering Agreement.

RECOMMENDATIONS:
1. That the City of Mississauga assume the municipal works as provided by Seventh Series Limited.
2. That the securities required by the Engineering Agreement with Seventh Series Limited be returned to the Developer.

William P. Taylor, P.Eng.,
Commissioner.

RWB/cm

cc: E. M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 6423
DATE JUN 19 1979
FILE No. 32-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

Our file : 17 111 78059
11 141 00039

7.

To Chairman and Members
Dept of the Public Works Committee

From W. P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works Department

June 21, 1979

SUBJECT : Ministry of the Environment Grant - Mary Fix Creek.

ORIGIN : Engineering and Works Department

COMMENTS : This is to advise that the Mary Fix Creek Diversion from the Queensway to the Credit River has been ruled eligible for a Community Services Grant from the Ministry of the Environment in an estimated amount of $344,780.00.

The Ministry of the Environment notes that the eligibility ruling does not signify a commitment of funds nor does it guarantee that funds will be available at the time when a formal application for the grant is submitted.

RECOMMENDATION : That the report dated June 21, 1979 from the Commissioner of Engineering and Works regarding a ruling by the Ministry of the Environment that the Mary Fix Creek Diversion from the Queensway to the Credit River is eligible for a Community Services Grant in the estimated amount of $344,780.00, be received.

W. P. Taylor, P. Eng.,
Commissioner of Engineering and Works.

RECEIVED
REGISTRY No. 6699
DATE JUN 20 1979
FILE No. PN 78059
CLERK'S DEPARTMENT

JVF:sa

cc : City Manager
All Commissioners

City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
16 131 00001
11 211 00011

8.

Chairman and Members of
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 26, 1979

SUBJECT: Severances of lands adjacent to, or within, new plans of subdivision.

ORIGIN: Engineering and Works Department.

COMMENTS: With the development of the North North Dixie area we are finding a considerable number of holdouts (small land holdings) who are now requesting severances once the adjacent, and/or surrounding lands, are serviced. In fact, we are finding that the request for severance is taking place prior to registration of the pertinent plan of subdivision.

RECEIVED
REGISTRY No. 6830
DATE JUN 27 1979
FILE No. 66-79
CLERK'S DEPARTMENT

In order to bring some control over the situation we are suggesting that for severances which occur in developing residential areas such as North North Dixie, in lieu of a plan of subdivision, a charge be imposed by the municipality of $100.00 per side foot frontage for road construction and services. In addition to this, we are suggesting that such severances be required to pay the cost of storm, sanitary and water connections, and any other levies applicable.

We would also suggest that the amount of money collected by the City for services should be paid to the developer who has serviced the street if the severance occurs prior to acceptance of the developer's services by the City.

RECOMMENDATIONS: 1 - That where land severances occur in developing areas such as North North Dixie, as a condition of such severances, it be a requirement that payment be made of $100.00 per side foot frontage for road and services.

Further, that the monies collected from these

continued.....

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS: severances be paid to the developer who has installed the services if the severance takes place prior to acceptance of the road and services by the City.

2 - That the applicant for severance be required to pay for the cost of storm, sanitary and water connections, and any other applicable levies as a condition of severance.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby,
W. Andrews.

City of Mississauga

MEMORANDUM

FILES: 11 141 00039
16 111 76114
16 111 77078

9.

Chairman and Members
Public Works Committee

From W. P. Taylor
Dept. Engineering

June 14, 1979

SUBJECT: Thompson Estates Subdivision T-76036
and Mississauga Golf Club Estates T-77017
Consolidated Report requirement that a cash contribution be paid for future construction of the North Service Road, for the frontage of these plans.

ORIGIN: Engineering and Works Department

COMMENTS: These plans are adjacent to each other on North Sheridan Way at the intersection of Mississauga Road.

A condition of the Consolidated Report is that the developer make a cash contribution to the City for 50% of the cost of the future reconstruction of the North Sheridan Way to a two lane paved condition with curbs.

The developer has requested that as there is only frontage on one side of North Sheridan Way, the City could only ever receive contributions for half the cost of any future work. It would be preferable to reinstate and resurface the road at this time to the present condition.

RECOMMENDATIONS:
1. That the requirement that the developer contribute cash to the City for 50% of the cost of the future reconstruction of North Sheridan Way to a two lane paved condition with curbs be deleted from the Consolidated Reports for the subject developments.

2. That North Sheridan Way be reinstated to a two lane paved ditch section in accordance with current City standards.

RECEIVED
REGISTRY No. 6362
DATE JUN
FILE No. T 76036
T 77017
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br

cc: E. Halliday
All Commissioners

10.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 77126
16 111 77127
16 111 77128
11 141 00039

RECEIVED
REGISTRY No. 6925.
DATE JUN 29 1979
FILE No. Plan M-159
CLERK'S DEPARTMENT

To: Chairman and Members of the Public Works Committee

From: William P. Taylor, P. Eng.
Engineering and Works

June 29, 1979

SUBJECT: Proposed draft plans of subdivision
Blocks "B", "F" and "G", Registered Plan M-159
Requirements to construct sidewalks.

ORIGIN: Engineering and Works Department.

COMMENTS: We are presently being asked to prepare comments for the Planning Department for the subject plans of subdivision.

These plans are on the west side of Central Parkway East between Burnhamthorpe Road and Rathburn Road. They are comprised mainly of single family and semi-detached lots, with a small percentage of street townhouses. The three plans are independent of each other, have no direct connections, and consist mainly of culs-de-sac.

We have been asked to look at the sidewalk requirements for these three plans, and would suggest that there is a need for a sidewalk on the internal road in Block "F", and that this sidewalk should be constructed on the east side of the internal road from Meadows Boulevard to Central Parkway East.

RECOMMENDATIONS:

1 - That the developer be permitted to use 56' road allowances for all streets in Blocks "B" "F" and "G", Registered Plan M-159.

2 - That a sidewalk be required on the east side of the internal street of Block "F" between Meadows Boulevard and Central Parkway East.

3 - That no other sidewalks be required on Block "F".

4 - That no sidewalks are required to be constructed on the streets in Blocks "B" and "G".

William P. Taylor.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

City of Mississauga

MEMORANDUM OUR FILES: 16 111 75080
11 141 00039

Chairman and Members From William P. Taylor, P.Eng.

Public Works Committee Dept. Engineering and Works

June 19, 1979.

SUBJECT: Building permit issuance for Lots 4, 5 and 6, Registered Plan M-217, located south of Britannia Road West and west of the Credit River.

ORIGIN: Engineering and Works Department

COMMENTS: Under the terms of the Engineering Agreement for Registered Plan M-217, Bayshore Investments Limited agreed to provide the City with a ten foot wide standard concrete walkway from Amity Road cul-de-sac, in Registered Plan M-217, to Britannia Road West.

They further agreed to the following clause being set out in Schedule 'C' of that same Engineering Agreement.

"7. Prior to the issuance of building permits for Lots 4 and 5, the standard City walkway with fencing shall be constructed."

On November 17, 1977, subsequent to the signing of the Engineering Agreement, this department was requested by the local Councillor to prevent construction vehicles from using the existing section of Amity Road as an access. Accordingly, a barricade was erected at the north end of the existing section and the developer was advised that the only access was to be via an existing driveway directly off of Britannia Road West. To ensure that this access was not blocked, the Building Department was advised not to release building permits for Lots 4, 5 and 6 over which this existing driveway passed. (Note attached sketch)

Recently however, this developer has approached us and indicated that the restriction of three out of the nine lots in this department will only serve to delay the completion of this development and will cause both his firm and that of the builder's extreme financial hardships.

Accordingly, he has requested the release of these restrictions on Lots 4, 5 and 6.

.../...

RECEIVED
REGISTRY No. 6700
DATE JUN 20 1979
FILE No. M217
CLERK'S DEPARTMENT

June 19, 1979.

Chairman and Members,
Public Works Committee.

RECOMMENDATIONS: That the building permits for Lots 4, 5 and 6 be released upon receipt of a Letter of Undertaking in the form (attached herewith) acceptable to the City Solicitor.

William P. Taylor, P.Eng.,
Commissioner.

Attchs.

cc: E. M. Halliday
All Commissioners

11.6

AMITY ROAD SUBDIVISION
M-217

DRAFT

11.C

UNDERTAKING

WHEREAS BAYSHORE INVESTMENTS LIMITED (hereinafter called "Bayshore") entered into an Engineering Agreement dated May 24th, 1977 with the City of Mississauga and the Region of Peel for Registered Plan M-217,

AND WHEREAS Clause 7 of Schedule 'C' of the said agreement stated:

"7. Prior to the issuance of Building Permits for Lots 4 and 5, the Standard City Walkway with fencing shall be constructed."

AND WHEREAS the City subsequent to the execution of the said Agreement required the construction access to be restricted to a route directly from Britannia Road West over Lots 4, 5 and 6 on Plan M-217 and not via the existing section of Amity Road;

AND WHEREAS Bayshore now wishes to obtain building permits for Lots 4 and 5 and for Lot 6 being a lot restricted by the provision of a formal construction access;

NOW THEREFORE in consideration of the City of Mississauga issuing to Bayshore building permits for Lots 4, 5, and 6, R.P. M-217, Bayshore hereby undertakes as follows:

1. To comply with all other requirements of Schedule 'C' with respect to Lots 4, 5, and 6, R.P. M-217 prior to having building permits released for those lots.

2. To ensure that no construction access will be gained from the existing section of Amity Road and that the concerned building trades will be made aware that their only access will be directly from Britannia Road West.

3. To construct the standard walkway on Block B, Plan M-217 with fencing, out to Britannia Road West, prior to the sale of Lots 4 and 5 by the Builder.

4. To complete the required fencing and landscaping works on Lots 4, 5 and 6 prior to the sale of those lots by the Builder.

11.d

5. If the works as set out in the aforementioned stipulations (3) and (4) are not carried out accordingly, then the City may complete the works, without tender, at Bayshore's expense by drawing on the security already provided to the City to secure the completion of other works pertaining to the development of Registered Plan M-217.

DATED at MISSISSAUGA this day of , 19 .

APPROVED AS TO FORM City Solicitor MISSISSAUGA D L M

BAYSHORE INVESTMENTS LIMITED
(signed and sealed)

NAME OF BUILDER
(signed and sealed)

12.

City of Mississauga

MEMORANDUM FILE: 11 121 00008

PUBLIC WORKS COMMITTEE From William P. Taylor

Dept

June 22, 1979

SUBJECT: Front Street,
Former Town of Port Credit

ORIGIN: Memo from Councillor Kennedy to the City Solicitor regarding the present use of C.N.R. property as a public road

COMMENTS: The attached sketch illustrates a parcel of land lying adjacent to the Southeasterly limit of the C.N.R. right-of-way. This parcel was acquired by the C.N.R. in 1901, but over the years has been paved and now forms part of a travelled road known as Front Street, extending from Peter Street to Mississauga Road.

Recent correspondence indicates that the C.N.R. right-of-way department is aware of this situation.

RECOMMENDATION: That the City Property Agent be directed to negotiate with the C.N.R. for the acquisition by the City of C.N.R. property presently being used as a public road.

William P. Taylor, P. Eng.,
Commissioner,
Engineering & Works.

WJW:nb

Encl.

c.c. E. Halliday,
D. Ogilvie,
L. Love,
K, Cowan,
R.G.B. Edmunds,
L. Stewart,
Councillor Kennedy,
R. Johnston.

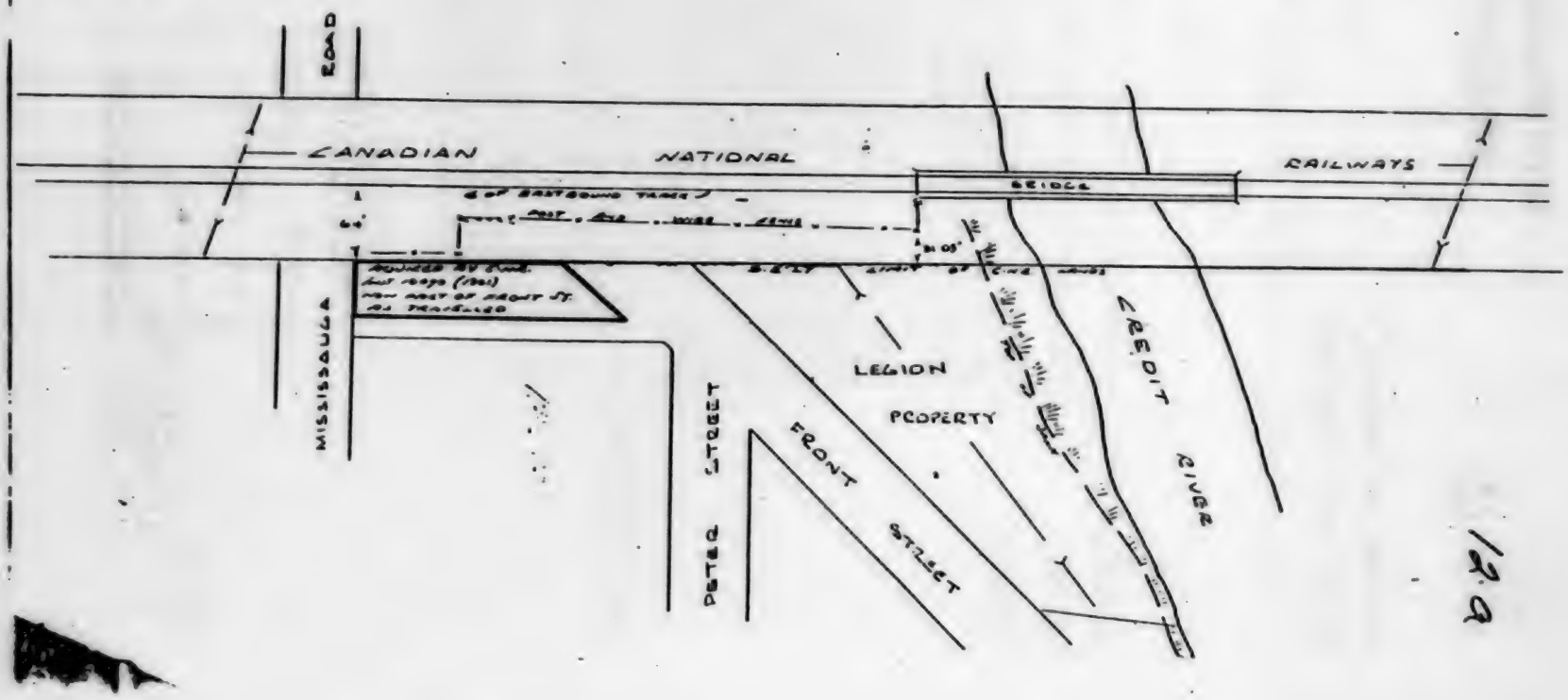
RECEIVED
REGISTRY No. 6831
DATE JUN 27 1979
47-79
FILE No. 18-79
CLERK'S DEPARTMENT

PLAN, COMPILED FROM OFFICE RECORDS

C N R SOUTHEASTERLY LIMIT ACCORDING TO C N PLAN 88C OAKVILLE SH, DATED OCT 24 1956 AND C N PLAN 88A OAKVILLE SH, DATED APR. 20 1949.

SCALE: 1 INCH = 100 FEET

APRIL 23 1979



12.9

13.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
13 211 00021

Chairman and Members of
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 26, 1979

SUBJECT: No Parking Any Time on Central Parkway East.

ORIGIN: Engineering and Works Department.

COMMENTS: At the last Public Works Committee Meeting, a report on No Parking Any Time on Central Parkway East between Hurontario Street and Burnhamthorpe Road was deferred at the request of Councillor L. Taylor.

Since that time we have reviewed this proposed restriction with the Ward Councillor and would advise Committee that he has now indicated that he is in agreement with a "No Parking Any Time" restriction on Central Parkway East between Mississauga Valley Blvd. and Hurontario Street. Further, the Councillor has requested that a sign be placed on Central Parkway East indicating that parking is available in the park off Mississauga Valley Blvd.

RECOMMENDATIONS: 1 - That "No Parking Any Time" signs be erected on both sides of Central Parkway East between Mississauga Valley Blvd. and Hurontario Street.

2 - That a sign be posted on the boulevard of Central Parkway East, both north and south of Mississauga Valley Blvd., indicating that parking for park activities is available off Mississauga Valley Blvd.

RECEIVED
REGISTRY No. 6810.
DATE JUN 27 1979
FILE No. 86-79
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday
All Commissioners,
J. V. Falke.

City of Mississauga

JM

MEMORANDUM FILE REFERENCE: 16 111 75067
11 141 00039

14.

Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

June 25, 1979

SUBJECT: Chain Link Fence Height Reduction - Credit Points Subdivision R.P. M-233 - Located South of McCaughterty Road and West of Durie Road.

ORIGIN: Engineering Agreement between Avenue Excavators Limited and the City of Mississauga, dated September 14, 1977.

COMMENTS: Within the terms of the Engineering Agreement, provision was made for the developer to erect a six-foot high chain link fence, with 1 1/2", 11 gauge mesh, along the sides of Block "A" and along the rear lot lines of Lots 1 to 10 inclusive, Plan M-233 - (note the attached sketch).

This department has recently been approached by the developer of this plan, with a request to reduce this fence height to four feet.

Upon reviewing this, we find that we have no objection to the height reduction, provided that the fence gauge is increased to conform with our "Swimming Pool By-Law", i.e. 9 gauge. In this regard, the developer has indicated no objection to the gauge increase if the height of the fence is reduced.

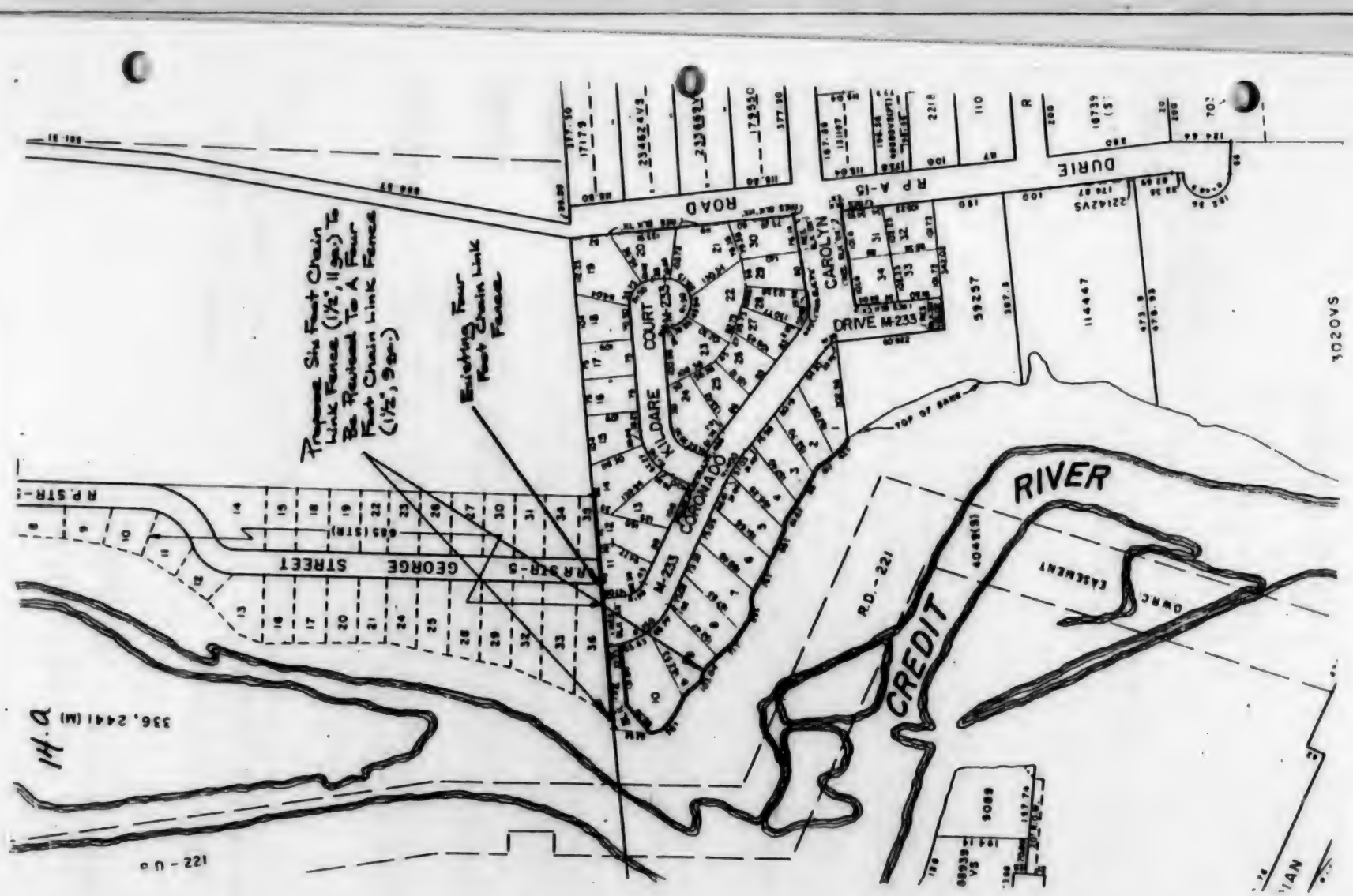
RECOMMENDATION: That the requirement in the Engineering Agreement for a six-foot, chain link fence with 1 1/2", 11 gauge mesh be deleted and that the developer of Plan M-233 be permitted to install a four-foot chain link fence, with 1 1/2", 9 gauge mesh along the sides of Block "A" and along the rear lot line of Lots 1 to 10 inclusive.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner.

WPT/mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.
Att.

RECEIVED
REGISTRY No. 6788.
DATE JUN 27 1979
FILE No. R.P. M-233
CLERK'S DEPARTMENT


ROAD
DURIE
CAROLYN
COURT
DRIVE M-233
KILDARE
CORONADO
Proposed Six Foot Chain Link Fence (1½', 11 gau.) To Be Revised To A Four Foot Chain Link Fence (1½', 9 gau.)
Existing Four Foot Chain Link Fence
TOP OF BANK
RIVER
CREDIT
R.O. - 221
EASEMENT
GEORGE STREET
336.2441 (M)
1020VS

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00214
13 211 00048

15.

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

Request No. 254-79
Clerk's File No. 137-79

June 22, 1979

LADIES & GENTLEMEN:

SUBJECT: Curve on Darcel Avenue south of Etude Drive.

ORIGIN: Traffic Safety Council report of May 23, 1979 to City Council.

COMMENTS: The curve on Darcel Avenue has been under review by the Engineering Department with the following actions to date:

a) Curve warning signs have been erected on both approaches indicating an advisory speed of 30 km/h through the curve;

b) A yellow centre line has been applied through the curve;

c) "No Parking Anytime" signs have been erected on the north-easterly side. This will enable safe passage of two opposing vehicles.

We have also considered the need for an all-way stop in this vicinity and would advise that warrants do not exist at any of the intersecting side streets.

We are confident the action taken to date will improve any hazard potential that may exist at this location and will continue to monitor this area for the next several months.

RECOMMENDATION: That this report dated June 22, 1979 regarding the curve on Darcel Avenue south of Etude Drive from the Commissioner of Engineering and Works be received.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

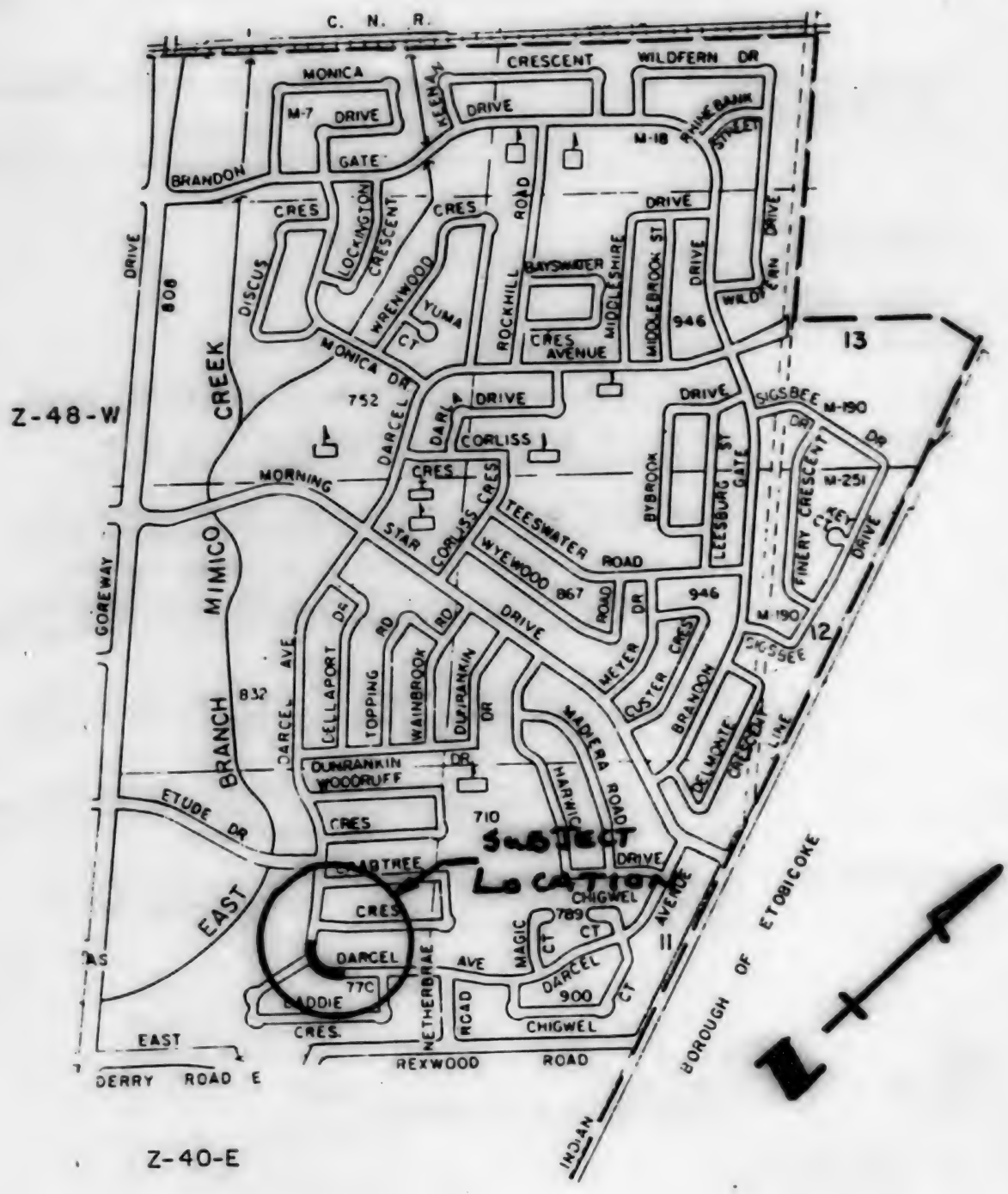
RECEIVED
REGISTRY No. 6787.
DATE JUN 27 1979
FILE No. 137-79
CLERK'S DEPARTMENT

WPT:JKH:mk
Att.

c.c. E.M. Halliday
All Commissioners
A. Grannum

15·9

CITY OF BRAMPTON



City of Mississauga

MEMORANDUM

FILES: 16 111 75170
11 141 00039

JM

16.

To: Chairman and Members
Public Works Committee

From: W. P. Taylor
Dept: Engineering and Works

June 14, 1979

SUBJECT: N.H.D. Developments Industrial Plan of Subdivision - T75526

ORIGIN: Engineering and Works Department

COMMENTS: The subject plan of subdivision is located on the south-west corner of Dixie Road and Derry Road. The storm sewer outlet for these lands is the west branch of the Etobicoke Creek which is inside Toronto International Airport Lands east of Dixie Road.

Normally the developer would be required to obtain an easement in favour of the City. The Federal Government will not grant an easement, but will lease the land to be used for a term of 20 years renewable for a further 20 years. The fee is based on 50% of the appraised value at 8% and this value is open for adjustment every 5 years.

The Region of Peel has applied for a lease for a temporary sanitary sewer outlet. The City will require a lease for a permanent storm sewer outlet in the same corridor.

The land required to be leased is 0.944 acres as detailed on drawing no. 43R-6345 at a rate of $1,416.00 per acre payable annually in advance, and subject to review every 5 years. The appraised value of the land is estimated to be $37,500.00 per acre.

RECOMMENDATION:

1. The developer deposit sufficient funds with the City which will generate the annual rental rate beginning at assumption of the subdivision.

2. The developer be required to pay the annual rental rate up to the time of assumption.

3. The Region of Peel enter into an agreement with the City of Mississauga that any rental shortfall, if any, will be shared equally for the duration of the time that the sanitary sewer is required to cross the Airport Lands.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRG/br
cc: E. Halliday
All Commissioners

RECEIVED
REGISTRY No. 6786
DATE JUN 27 1979
FILE No. T-75526
CLERK'S DEPARTMENT

17.

City of Mississauga

MEMORANDUM

Files: 17 111 79014
11 321 79001
11 141 00039

To Chairman and Members — From William P. Taylor, P. Eng.

Dept. Public Works Committee — Dept. Engineering and Works

June 28, 1979

SUBJECT: 1979 Construction Programme for concrete sidewalks in specific locations within the boundaries of the City of Mississauga

ORIGIN: 1979 Capital Budget

COMMENTS: General Committee approved the budget for the 1979 sidewalk programme at its June 13, 1979 meeting which was subsequently adopted by Council on June 25, 1979.

Unfortunately, there was a transcript error for item 2 of the recommendations which indicated that the walk for Blanefield Road be constructed on the East side. This should have read West side.

RECOMMENDATION:

a) That the following recommendation of General Committee, made at its meeting held on June 13, 1979 and adopted by Council on June 25, 1979 be rescinded

"That the construction of a sidewalk on Blanefield Road (east side), be included in the 1979 Capital Works Program and that the funds for this sidewalk in the amount of $30,000.00 be reallocated from the Cooksville Creek Project (Liverton Site)."

b) That the construction of a sidewalk on the West side of Blanefield Road be included in the 1979 Capital Works Program and that the funds for this sidewalk, in the amount of $30,000.00 be reallocated from the Cooksville Creek Project (Liverton Site).

William P. Taylor, P. Eng.
Commissioner

RECEIVED
REGISTRY No. 6902
DATE JUN 28 1979
FILE No. 52-79
CLERK'S DEPARTMENT

cc: City Manager
All Commissioners

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 78223

18.

The Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

June 26, 1979

LADIES & GENTLEMEN :

SUBJECT : Request to close various roads for the purpose of holding a Cycle Race.

ORIGIN : Berolina Cycling Club (see attached letter).

COMMENTS : Once again we have been requested to consider the closing of portions of Sismet Road, Creekbank Road, Aimco Blvd and Matheson Blvd for the purpose of holding a cycling event.

This year it is proposed to be held on July 29, 1979, rain or shine, between 9.00 a.m. and 5.00 p.m. with approximately 200 entries from various other competing clubs. In view of last year's success and considering the isolated nature of the streets involved (see attached map), we foresee no problem with the holding of this event.

RECOMMENDATION : That permission be granted for the holding of this event conditional upon the following :

a) the applicant obtaining written consent from at least two-thirds of the businesses affected by the closing of portions of Sismet Road, Creekbank Road, Aimco Blvd and Matheson Blvd.

b) the applicant satisfying the City Treasurer that the requirement for $1,000,000 Liability Insurance payable to the City is fulfilled.

c) the applicant obtaining the necessary Road Closure Permit FIVE (5) working days in advance of the event.

RECEIVED
REGISTRY No. 6903
DATE JUN 28 1979
FILE No. 29-79
CLERK'S DEPARTMENT

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc: Mr. Heinz Dudichum, Berolina Cycling Club
Mr. E.M. Halliday, City Manager
All Commissioners

JKM:jb

18.a

BEROLINA CYCLING CLUB . FOUNDED IN TORONTO 1962

HEINZ DUDICHUM
President
49 Westwood Lane
Thornhill P.O. L4J 1P6
Tel. 889-8304

Thornhill June 17 1979

City Hall
Mississauga Ont.

Attn. Mr J.K. Millard Traffic Dep.

The Berolina Cycling Club would like to run a days programme of Bicycle racing on the roads located in the City of Mississauga and as shown on the attached map.
We run this event very successfull last year and to my knowledge there were no complaints from anyone.
The proposed circuit has no through traffic and is usually deserted on a Sunday. As soon as we obtain a favourable reply from you we will post notices in the local Restaurants to inform the local Businesspupils of the going ons.

Yours truly
Heinz Dudichum

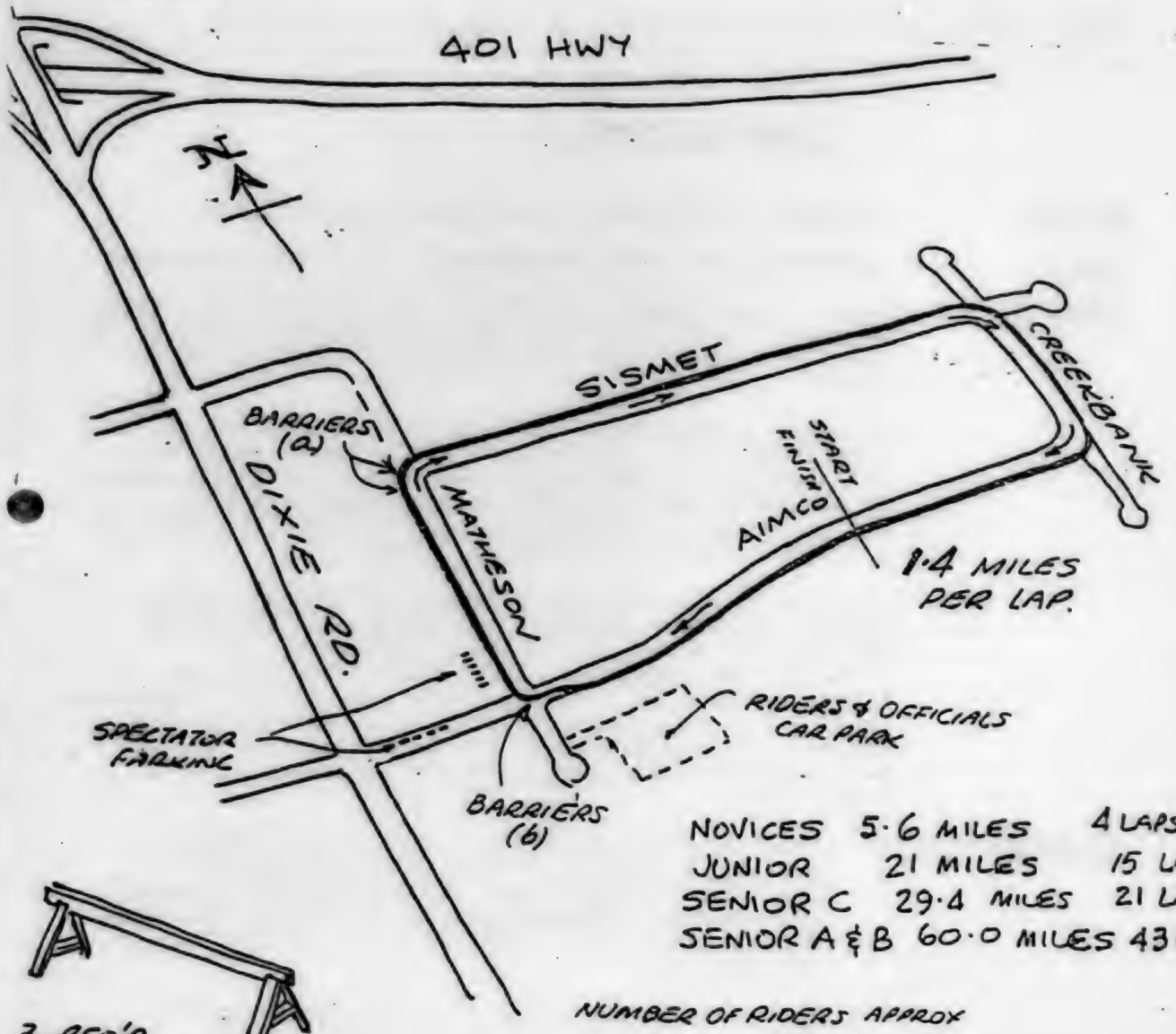
Copy; To Inspector G. Hill
Peel Regional Police

P. Craigmile
Recreation Dep.
Mississauga .

BEROLINA CYCLING CLUB

18.b

JOHN BONFIELD
RACING SEC.
41 Winnipeg Road,
WESTON, ONT.
Tel. 244-4303



NOVICES	5·6 MILES	4 LAPS
JUNIOR	21 MILES	15 LAPS
SENIOR C	29·4 MILES	21 LAPS
SENIOR A & B	60·0 MILES	43 LAPS

3-REQ'D
(a) & (b) ONLY
16 of 6.

NUMBER OF RIDERS APPROX
NOVICE - 10
JUNIORS - 30-40
SENIOR C - 50
SENIOR A & B - 60

(founded Toronto 1962)

19.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
17 111 78101
17 111 79080

RECEIVED
REGISTRY No. 6877
DATE JUN 28 1979
FILE No. 103-79
CLERK'S DEPARTMENT

Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

June 27, 1979

SUBJECT: Confederation Parkway Grade Separation at C.P.R.

ORIGIN: Engineering and Works Department - 1979 Current Budget.

COMMENTS: Funds, in the amount of $25,000.00, have been set aside in the 1979 Current Budget for a functional study to be done for an underpass of Confederation Parkway at the C.P.R.

Attached to this report is a copy of Resolution of Council No. 239, adopted at its meeting of April 9, 1979, which does not permit development of lands south of Burnhamthorpe Road until Confederation Parkway and the Grade Separation is under construction and a completion date is, therefore, known.

In order to finalize the alignment of Confederation Parkway from Burnhamthorpe to Dundas, and determine the exact location of the Grade Separation, it is necessary to undertake a functional study for the road alignment and underpass location. This functional study will also permit application to be made to the Ministry of Transportation and Communications and the Canadian Transport Commission for the issuance of a Board Order.

RECOMMENDATIONS:

1 - That the firm of Morrison, Hershfield, Burgess and Huggins Ltd. be retained to undertake a functional design study of Confederation Parkway from Dundas to Burnhamthorpe, including the Grade Separation at the C.P.R., at a cost not to exceed $25,000.00.

2 - That Council authorize the Mayor and Clerk to sign an agreement for professional services for preparation of a functional design study of Confederation Parkway from Dundas to Burnhamthorpe, including the Grade Separation at the C.P.R.

WPT.mh
c.c. E. M. Halliday,
All Commissioners.

William P. Taylor, P. Eng.,
Commissioner.

MEMORANDUM

19.a

To W.P. Taylor, P.Eng.
Commissioner
Dept. Engineering and Works

From L.M.McGillivary

Dept. Clerk's

April 11, 1979

Re: Confederation Parkway from
Dundas St. to Burnhamthorpe Road
Files: 48-79 - 103-79 - 26-79

This is to confirm that the following Resolution No. 239 was adopted by Council at its meeting on Monday, April 9, 1979:

"Whereas Confederation Parkway from Dundas Street to Burnhamthorpe Road including the grade separation of the Canadian Pacific Railway is required prior to any development taking place between Burnhamthorpe Road and Dundas Street West of Highway 10,

Therefore be it resolved that all new plans of subdivision be not allowed any Building Permits until the construction of Confederation Parkway and the grade separation are within six months of completion of construction, and that the proposed subdivision agreements be worded accordingly."

/1

L.M.McGillivary
Deputy City Clerk

cc - K.A. Cowan
- G.J. Bewick
- R.G.B. Edmunds
- L.W. Stewart

APR 12 1979

To	Initials	
WPT	LMT	79/04/19
J.E.H.		
A.E.W.H.		

cc

20.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 73122
11 141 00039

RECEIVED
REGISTRY No. 6927.
DATE JUN 29 1979
FILE No. 53-79
CLERK'S DEPARTMENT

Chairman and Members of the Public Works Committee

From: William P. Taylor, P. Eng.
Dept.: Engineering and Works

June 29, 1979

SUBJECT: 40' proposed transit strip between Fieldgate and Ponytrail Drive.

ORIGIN: Engineering and Works Department.

COMMENTS: The residents in the Rockwood Village Subdivision, Registered Plans M-56 and M-58, have expressed concern over the construction of a concrete sidewalk in the 40' transit corridor adjacent to their property lines. They have also indicated concern about the physical appearance of these lands and the lack of maintenance of same.

A number of solutions have been examined to try to correct the situation and it has been determined that possibly the best solution would be that the 40' strip be maintained by the Recreation and Parks Department, the existing concrete walk be mounded over with topsoil and grassed, and that the Engineering and Works Department construct an asphalt walkway at the edge of the 27' widening which can be used by pedestrians and by cyclists.

RECOMMENDATIONS: 1 - That the Recreation and Parks Department commence maintenance immediately on the 40' transit strip between Fieldgate Drive and Ponytrail Drive, with funds to be made available from the Contingency Fund.

This work is to include the covering over of the existing concrete sidewalk with topsoil and grass.

2 - That the Engineering and Works Department construct an asphalt walkway between Ponytrail Drive and Fieldgate Drive adjacent to the 27' widening, with funds already approved in the Engineering Sidewalk Account.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
A. E. McDonald.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 72114
11 141 00039
13 211 00201

21.

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 29, 1979

SUBJECT: Traffic Signals The Collegeway and Glen Erin Drive.

ORIGIN: Engineering and Works Department.

COMMENTS: In Schedule "F" of the Engineering Agreement for Neighbourhood 105 of the Cadillac Fairview Erin Mills Subdivision, there is a requirement for Cadillac Fairview to pay the cost of traffic signals at The Collegeway and Glen Erin Drive when sufficient warrants exist. We have examined this intersection and since there are many requests being received at this time we are suggesting that Cadillac Fairview should be required to pay the cost of installing traffic signals at this intersection now, despite the fact that warrants are not fully met.

RECOMMENDATION: That the Commissioner of Engineering and Works be authorized to request Cadillac Fairview to pay $35,000.00 for the cost of traffic signals at The Collegeway and Glen Erin Drive as per Schedule "F" of their agreement for Neighbourhood 105.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
J. V. Falke.

RECEIVED
REGISTRY No. 6926
DATE JUN 29 1979
FILE No. 137-79
CLERK'S DEPARTMENT

22.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
17 111 78059
16 111 75131
16 111 66102
16 111 76084

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 29, 1979

SUBJECT: Mary Fix Creek from Paisley Boulevard to Dundas Street.

ORIGIN: Engineering and Works Department.

COMMENTS: The development of the lands north of Paisley Boulevard on the Mary Fix Creek has not proceeded as envisaged when the draft plans of subdivision were being processed in this department approximately five years ago.

At the present time we have one subdivision which has proceeded to the pre-servicing point (Superion Heights Phase II) and the balance of the lands owned by Dunbar Meadows and Cedar Heights are still in the draft approval stage.

RECEIVED
REGISTRY No. C-378
DATE JUN 29 1979
FILE No. PN-78-059
CLERK'S DEPARTMENT

In order that the Mary Fix Creek will have capacity to handle a Regional Storm from Dundas to Paisley Boulevard it will be necessary for the lands south of Dundas to proceed with development as envisaged five years ago, or the City will have to acquire an easement through these lands prior to their development.

We are suggesting that since Superion Heights has pre-serviced, and since we are spending 3 million dollars on the Mary Fix Creek to divert same to the Credit River, consideration should be given to acquiring the land from Paisley Boulevard northerly in order that an adequate waterway can be made available between Dundas Street and Paisley Boulevard to carry a Regional storm.

RECOMMENDATIONS:

1 - That negotiations be started with the property owners north of Paisley Boulevard to acquire a right-of-way in 1980 for the Mary Fix Creek, of a sufficient size to carry a Regional storm, between Paisley Boulevard and Dundas Street.

continued...

22.9

Chairman and Members of the Public Works Committee - continued

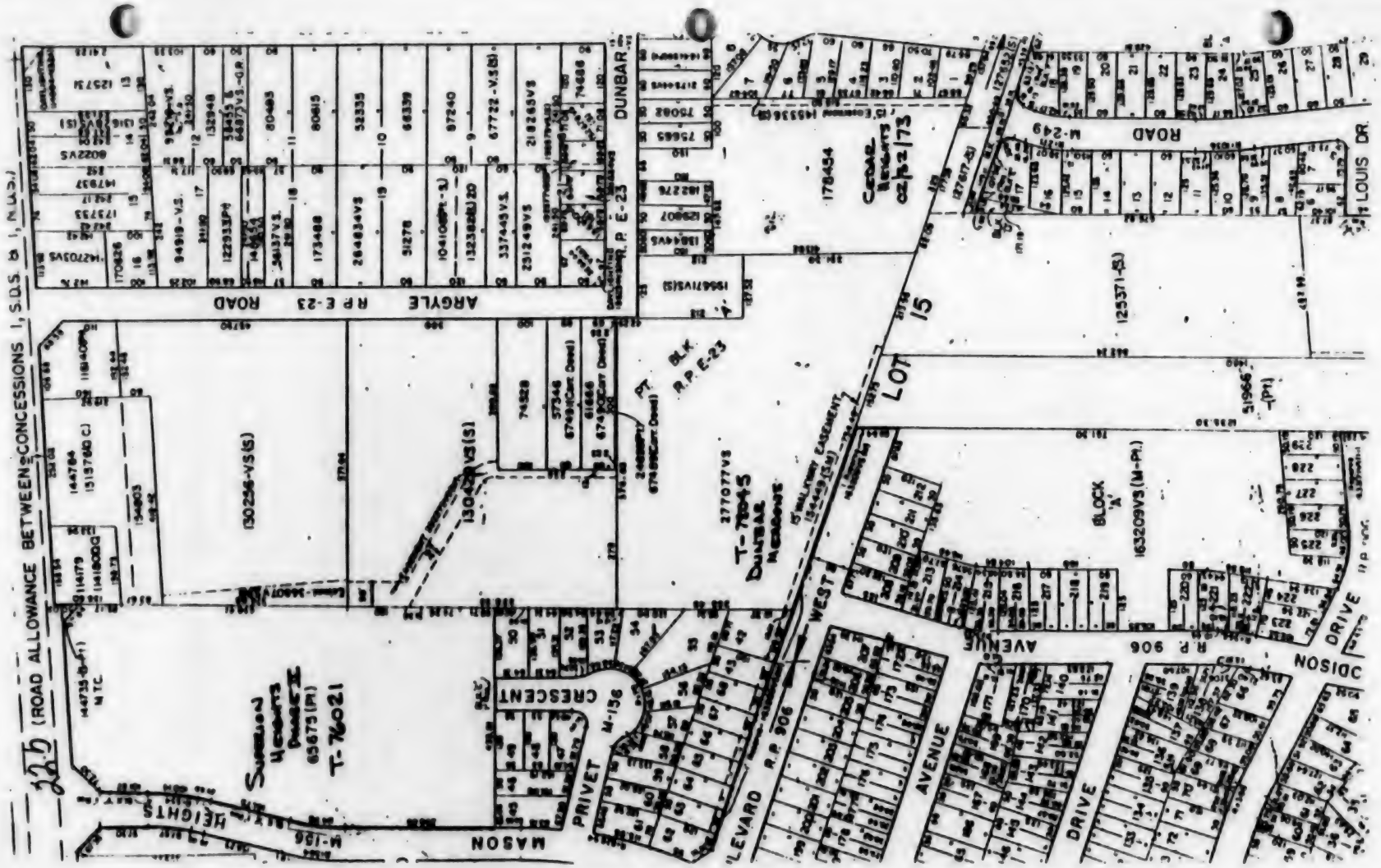
RECOMMENDATIONS: 2 - That funds be made available in 1980 for the acquisition of the right-of-way and water-course improvements on the Mary Fix Creek from Paisley Boulevard northerly.

3 - That the Public Works Committee be kept informed of the property negotiations on the Mary Fix Creek by the Commissioner of Engineering and Works and the City Property Agent.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
R. K. Johnston,
A. E. McDonald,
J. R. Beilby.


C
D
DUNBAR
ROAD
ARGYLE R P E-23 ROAD
BETWEEN CONCESSIONS I, S.D.S. & I, (N.L.R.)
(ROAD ALLOWANCE
M-249
ST. LOUIS DR.
LOT 15
PT. BLK R.P.E-23
BLOCK 'A'
CRESCENT
PRIVET
M-136
WEST
AVENUE
DRIVE
NOSIOC
R P 906
HEIGHTS
MASON
T-76021

PUBLIC WORKS 23.
DATE: JUNE 29, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 29, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	July 30/79	12
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	June 30/79	6
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	July 15/79	5
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	July 5/79	7
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Aug. 30/79	6
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Aug.18/79	4
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	June 12/79	2
23-79	Eng. & Works	Traffic Problems-Orchard Heights Community	Council, Jan.15.79	July 7/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Aug. 30/79	2
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Sept.15/79	2
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Sept.15/79	2

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 29, 1979

DATE: JUNE 29, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2
74-79	Eng. & Works	Preparation of a by-law with respect to snow removal from sidewalks by residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Sept.15/79	2
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Aug. 30/79	2
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
179-79	Building	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	July 31/79	1
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	June 30/79	0
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
246-79	Eng. & Works	Conditions at and in the vicinity of Floradale Public School	Council June 11/79	July 18/79	0
249-79	Eng. & Works	Northmount Avenue repairs	Petition dated May 10/79	Aug. 18/79	0
255-79	Eng. & Works	Traffic Conditions on Thornlodge Dr.	Petition dated May 30/79	Aug. 1/79	0
256-79	Eng. & Works	9th Avenue Improvements	Petition dated June 11/79	Aug. 31/79	0

b.23

23b

PUBLIC WORKS

DATE: JUNE 29, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 29, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
260-79	Eng. & Works	Noise - North Service Road	Letter dated June 5/79 from North Applewood Homeowners' Assoc.	Aug.29/79	0
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Aug. 2/79	0

PUBLIC WORKS
JUNE 29, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.

23.C

83.d

PUBLIC WORKS
JUNE 29, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980
Argentia Rd./CPR Grade Separation - Request from Markborough properties	Public Works Comm. June 15/79	Councillor Dear & P. Carlson to review matter with W.P. Taylor & residents of area.

City of Mississauga

MEMORANDUM

To Mr. J. Murray
Dept. Clerk's

From Joan J. LeFeuvre
Dept. Clerk's

July 10th, 1979

RE: File 139-79 - Public Works Committee
(June 15, 1979, Report No. 7-79)

Council, at its meeting held on July 9th, 1979, adopted the report of the Public Works Committee meeting held on June 15th, 1979.

JJL/lw

Joan J. LeFeuvre
Committee Co-ordinator

FORM 145

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, JUNE 15, 1979; 2:00 P.M.

COMMITTEE ROOM "A"

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor
	Councillor F.Hooper
	Councillor R. Starr
	Councillor S. Mahoney
	Mr. R. B. Martin
	Mr. B. Belford
	Mr. F. J. Dale
	Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: June 13, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FRIDAY JUNE 15, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	86-79	Paisley Boulevard East
2.	86-79	Parking - Central Parkway East between Burnhamthorpe Road and Hurontario Street
3.	86-79	Mississauga Road - Speed Limit
4.	86-79	Fifth Line West - Parking
5.	29-79	Almadale Court - Road Closing-Parade
6.	29-79	Request for Parade - Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville
7.	M-8 to M-11 109-79	Markborough Properties Limited - Argentia Road - Grade Separation
8.	86-79	Traffic Signals - South Service Road at Driveway to Dixie Plaza
9.	24-79 33-79	Use of Contracted Services
10.	M-37	Vicki Lane Subdivision (Urban Equities)
11.	OZ/2/68	Argyle Apartments Development (Worland Holdings Limited) - Mary Fix Creek
12.	27-79	1979 Capital Street Lighting Budget
13.	T-76031	Ursini Developments Limited - Mullet Creek
14.	R.P.890	Colin-Mason Subdivision
15.	86-79	Traffic Problems - Mississauga Road and Q.E.W.
16.	86-79	Traffic By-law
17.	24-79	Central Parkway East East Extension, West of Erindale Station Road

ITEM #	FILE #	SUBJECT MATTER
18.	139-79	Summary of Unfinished Business

ADDTITIONAL ITEMS

19.	18-79 33-79A	Construction of Central Parkway West Between Erindale Station Road and Burnhamthorpe Road
20.	59-79	Commercial Garbage Pickup
21.	18-79	Elite Developments Limited
22.	OZ/64/77	Ultrend Developments Limited
23.	45-79 4-79	Noise Abatement Features for Residential Developments

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, JUNE 15, 1979
COMMITTEE ROOM 'A' AT 2:00 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated June 5, 1979 from the Commissioner of Engineering and Works regarding hazardous traffic conditions on Paisley Boulevard East at the east end of the oval. In his report, Mr.Taylor recommends that the existing yield sign at the east end of the Paisley Boulevard East oval, facing eastbound traffic, be re-located to control westbound traffic as they enter the oval, and that the Traffic By-law 234-75, as amended, be amended to implement this change.

   File: 86-79

   RECOMMEND ADOPTION

2. Report dated June 5, 1979 from the Commissioner of Engineering and Works regarding Central Parkway East between Burnhamthorpe Road and Hurontario Street, which currently has on-street parking prohibitions in effect pursuant to the Traffic By-law 234-75, as amended. Mr. Taylor advises, however, that at this time, there are no signs posted and, therefore, recommends that "No Parking Anytime" signs be erected on both sides of Central Parkway East between Burnhamthorpe Road and Hurontario Street.

   File: 86-79

   RECOMMEND ADOPTION

3. Report dated June 1, 1979 from the Commissioner of Engineering and Works, regarding a request from the Region of Peel to consider reducing the speed limit on Mississauga Road from Kitimat Road to Erin Mills Parkway from 80 km/h to 60 km/h to be in conformity with the Regional portions of the road. In his report, Mr. Taylor recommends:

   That the speed limit on Mississauga Road from Kitimat Road to Erin Mills Parkway be designated as 60 km/h and that the Traffic By-law 234-75, as amended, be so amended.

   File: 86-79

   RECOMMEND ADOPTION

4. Report dated May 21, 1979 from the Commissioner of Engineering and Works, regarding the parking of vehicles on Fifth Line West immediately south of Dundas Street West. In his report, Mr. Taylor advises that the parking of vehicles at this location is hazardous due to the narrow surface width of the road. Mr. Taylor recommends:

   a) That "No Parking Anytime" signs be erected on both sides of Fifth Line West for a distance of 60 meters south of Dundas Street West and that the Traffic By-law 234-75, as amended, be so amended.

   b) That the parking of vehicles on this portion of Fifth Line West be kept under surveillance after the installation of parking signs to ensure that the problem is rectified.

   File: 86-79

   RECOMMEND ADOPTION

5. Report dated May 28, 1979 from the Commissioner of Engineering and Works regarding a petition from residents on Almadale Court in Ward 5 for a temporary road closing permit for the purpose of holding a street party on Saturday, July 14, 1979. In his report, Mr. Taylor recommends:

   a) That approval be granted to allow the closing of Almadale Court in Ward 5 on Saturday, July 14, 1979

ITEM 5 CONTINUED .....

from 7:00 p.m. to 1:00 a.m. for the purpose of holding a street party.

b) That the residents of Almadale Court be required to obtain a road closure permit from the Engineering Department one full week prior to the date of the closing.

c) That the residents of Almadale Court be required to provide proof of liability insurance payable to the City of Mississauga in accordance with the general policy for temporary closings of roadways for social activities.

File: 29-79

RECOMMEND ADOPTION

6. Report dated May 29, 1979 from the Commissioner of Engineering and Works regarding a request from the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville for approval of two temporary road closings in the Streetsville area for the purpose of holding a procession on Saturday, July 21, 1979 from 8:00 p.m. to 9:00 p.m. and on Sunday, July 22, 1979 from 4:00 p.m. to 6:00 p.m. In his report, Mr. Taylor recommends:

a) That approval be granted for the closing of Main Street between St. Joseph Church and Church Street, and Church Street from Main Street to St. Joseph School on Saturday, July 21, 1979 from 8:00 p.m. to 9:00 p.m. for a procession by the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville.

b) That approval be granted for the temporary closing of Church Street between St. Joseph School and Water Street; Water Street from Church Street to Queen Street; Queen Street from Water Street to Thomas Street; Thomas Street from Queen Street to Victoria Street; Victoria Street from Thomas Street to Princess Street; Princess Street from Victoria Street to Queen Street and Queen Street from Princess Street to St. Joseph School on Sunday, July 22, 1979 from 4:00 p.m. to 6:00 p.m. for a procession by the

ITEM 6 CONTINUED .....

Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville.

c) That this approval be subject to the Peel Regional Police providing escort and the Region of Peel approving the use of Queen Street.

d) That the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville be required to obtain a "Road Closure" permit from the Engineering Department."

File: 29-79

RECOMMEND ADOPTION

7. Report dated May 22, 1979 from the Commissioner of Engineering and Works regarding a request from Markborough Properties Limited for the release of securities for the construction of a grade separation at the CPR railway and Argentia Road, subject to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, Markborough Properties Limited, providing the municipality with a Letter of Credit in the amount of $191,000.00 to cover the City's share of the cost of the grade separation. However, an Official Plan review has indicated that this work will not be required due to the fact that the railway line is of minor importance. In his report, Mr. Taylor recommends:

a) That the Developer, Markborough Properties Limited, be released from their commitment pursuant to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, to construct a grade separation on Argentia Road and the CPR railway line.

b) That the securities in the amount of $191,000.00 be released to the Developer, Markborough Properties Limited.

Files: M-8 - M-11
103-79

RECOMMEND ADOPTION

8. Report dated May 24, 1979 from the Commissioner of Engineering and Works regarding the signalization of the access to the Dixie Plaza from the South Service Road. In his report, Mr. Taylor recommends:

> That traffic signals on the South Service Road at the Dixie Plaza access driveway be installed and that the full cost be borne by the owners of Dixie Plaza.

File: 86-79

RECOMMEND ADOPTION

9. Report dated May 3, 1979 from the Commissioner of Engineering and Works regarding the City's policy of using contracted services rather than City forces to do certain storm sewer maintenance and reconstruction works. Mr. Taylor recommends:

> That the report dated May 3, 1979, from the Commissioner of Engineering and Works, regarding the City's policy of relying on contractors for storm sewer construction and reconstruction rather than using City staff, be received.

Files: 24-79; 33-79

RECOMMEND RECEIPT

10. Report dated May 28, 1979 from the Commissioner of Engineering and Works regarding Vicki Lane Subdivision, Registered Plan M-37. In his report, Mr. Taylor advises that the Developer has complied with all requirements of the Engineering Agreement for the installation of services. Mr. Taylor recommends:

a) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Registered Plan M-37, Urban Equities, be assumed.

b) That all securities be released to the Developer, Urban Equities, Registered Plan M-37.

ITEM 10 CONTINUED .....

c) That the necessary by-law establishing the road allowances within Registered Plan M-37 as part of the municipal highway system, be enacted.

File: M-37

RECOMMEND ADOPTION

11. Report dated June 4, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal works for the Argyle Apartments Development located on Part of Block A, Registered Plan E-23 (OZ/2/68). In his report, Mr. Taylor advises that the Developer, Worland Holdings Limited, has complied with all of the requirements of the Engineering Agreement with the exception of cleaning out the box culvert for the Mary Fix Creek. Due to land acquisition and grade problems, this work has been deferred. Mr. Taylor recommends:

a) That a cash settlement from the Developer, Worland Holdings Limited, for the Argyle Apartments Development located on Part of Block A, Registered Plan E-23, (OZ/2/68) in the amount of $5,000.00 for the future clean-out of the box culvert on the Mary Fix Creek, be accepted.

b) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Part Block A, Registered Plan E-23 (OZ/2/68) be assumed.

c) That all securities for Argyle Apartments Development be released to the Developer, Worland Holdings Limited.

File: OZ/2/68

RECOMMEND ADOPTION

12. Report dated June 1, 1979 from the Commissioner of Engineering and Works regarding the 1979 Capital Street Lighting Budget. In his report, Mr. Taylor outlines the allocation of funds for the street lighting budget for 1979. Mr. Taylor recommends:

a) That the following intersections be included for up-grading in 1979 at a total estimated cost of $17,500.00 :-

South Service Road and Alexandra Boulevard
Dundas Street and Cook Street
Dundas Street and Proudfoot Street
Dundas Street and Robinson Street
Dundas Street and Jarvis Street/Mindemoya Road

b) That the incandescent lighting be replaced with high pressure sodium lighting on the following streets as part of the 1979 Budget at a total estimated cost of $107,500.00 :-

1) Haines Road from Dundas Street to the Queensway
2) Schomberg Avenue from 140m± of Cawthra Road to Breckenridge Road
3) Glencolin Court
4) Vermouth Avenue from Mississauga Valley Boulevard to 180m easterly
5) Intersection of Queen Street and Maple Avenue
6) Riverspray Crescent from Bloor Street to second intersection with Runningbrook Drive
7) Streamway Crescent from Riverspray Crescent to Wagondust Road
8) Wagondust Road from Riverspray Crescent to Runningbrook Drive
9) Burningoak Crescent from Wagondust Road to Wagondust Road
10) Courrier Lane from Stavebank Road to Sir Richards Road
11) Oneida Crescent from Queensway to Sir Richards Road
12) Pineneedle Row from Queensway West to second intersection with Sir Richards Road
13) Sir Richards from Oneida Crescent to the dead end
14) Melton Drive from Cawthra Road to 50m± west of Kilgore Court
15) Melton Drive from Sidney Drive to easterly boundary of St. Edmunds School property
16) Sidney Drive from Melton Drive to Kendall Road

File: 27-79

RECOMMEND ADOPTION

13. Report dated June 4, 1979 from the Commissioner of Engineering and Works regarding a proposed residential development on Turney Drive in Ward 9. Council, at its meeting on January 15, 1979, adopted a recommendation of General Committee made at its meeting on January 10, 1979, not to permit further development on the Mullet Creek and its tributaries in the Erin Mills Parkway and Britannia Road area until a new storm sewer outlet is constructed by the City. Ursini Investments Limited is proposing to reconstruct a portion of the existing storm sewer to provide the necessary capacity to accommodate their development now. In his report, Mr. Taylor recommends:

> That Ursini Developments Limited, be permitted to use the existing storm sewer system for their proposed residential development on Turney Drive provided that the Developer agrees to reconstruct the existing section of the corrugated metal pipe sewer at Mullet Creek at their cost, and further, that the Developer agree to pay the total drainage levy applicable.

File: T-76031

RECOMMEND ADOPTION

14. Report dated January 7, 1979 from the Commissioner of Engineering and Works regarding the assumption of the works for Registered Plan 890, Colin-Mason Subdivision. Mr. Taylor advises that the Developer, Indiatlantic Enterprises Limited, has complied with all requirements of the Engineering Agreement and provided the City with a cash settlement of $500.00 to cover minor asphalt repairs. Therefore, Mr. Taylor recommends:

a) That the cash settlement from the Developer, Indiatlantic Enterprises Limited, for Registered Plan 890, in the amount of $500.00 in lieu of undertaking minor asphalt repairs, be accepted.

b) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Registered Plan 890, be assumed.

c) That all securities be released to the Developer, Indiatlantic Enterprises Limited.

ITEM 14 CONTINUED .....

d) That a by-law establishing the road allowance within Registered Plan 890 as a public highway and part of the municipal highway system, be enacted.

File: R.P. 890

RECOMMEND ADOPTION

15. Report dated June 8, 1979 from the Commissioner of Engineering and Works regarding traffic problems on local streets in the vicinity of Mississauga Road and the Q.E.W. In his report, Mr. Taylor indicated that a number of measures have been taken to deal with southbound traffic on Mississauga Road at the Q.E.W. interchange; however, a problem remains with northbound vehicles on Mississauga Road gaining access to the Q.E.W. A public meeting was held on Thursday, May 31, 1979 to resolve this problem at which time a number of proposals were made.

In light of the proposals made at the public meeting and further discussions within the Engineering Department, Mr. Taylor recommends:

a) That "Do Not Enter 7:00 a.m. - 8:30 a.m. Monday to Friday" signs be erected on Knareswood Drive at Cochise Crescent to prohibit northbound traffic.

b) That advisory "No Through Traffic 7:00 a.m. - 8:30 a.m. Monday to Friday" signs be erected on Comanche Road at Mississauga Road for eastbound traffic.

c) That the existing "No Left-turn 7:00 a.m. to 8:30 a.m. Monday to Friday" signs for southbound traffic on Mississauga Road at Comanche Road be removed.

d) That the Traffic By-law 234-75, as amended, be so amended.

File: 86-79

RECOMMEND ADOPTION

16. Report dated June 1, 1979 from the Commissioner of Engineering and Works regarding the draft Consolidated Traffic By-law which contains a number of amendments regarding:

a) metrification of all lineal measurements
b) municipal off-street parking lots
c) school bus loading zones
d) regulations affecting pedestrians
e) commercial vehicle loading zones
f) taxicab stands
g) parking on public and private lands
h) signs authorized by the municipality

In his report, Mr. Taylor recommends that the Consolidated Traffic By-law be enacted by Council. It is proposed that this by-law will go directly to Council on June 25, 1979.

File: 86-79

RECOMMEND ADOPTION

17. It is anticipated that a report dated June 12, 1979 from the Commissioner of Engineering and Works will be available for distribution with this agenda regarding the Central Parkway East extension west of Erindale Station Road.

File: 24-79

DIRECTION REQUIRED

18. Summary of Unfinished Business relating to the Public Works Committee as of June 13, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00014
11 161 00011

1.

To: The Chairman and Members
Public Works Committee
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept: Engineering and Works

June 5, 1979

LADIES & GENTLEMEN :

SUBJECT : Yield Signs on Paisley Boulevard East

SOURCE : Engineering Department

COMMENTS : The Engineering Department has received a complaint regarding a hazardous traffic condition on Paisley Blvd East at the east end of the oval. The attached plan indicates the location of the existing YIELD sign and the proposed location.

A significant number of vehicles eastbound on the south leg of the oval, continue around the oval to proceed north on Shepard Avenue. This movement conflicts with westbound vehicles on Paisley Blvd. Due to the sharp right turn which confronts westbound vehicles on Paisley Blvd at the east end of the oval, it is desirable to relocate the YIELD sign and require westbound vehicles to yield to traffic on the oval.

RECOMMENDATIONS : 1) That the existing YIELD sign on the Paisley Blvd East oval (east end) be relocated to control westbound traffic on Paisley Blvd East at this intersection.

2) That the attached draft by-law amendment to Traffic By-Law No. 234-75, as amended, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

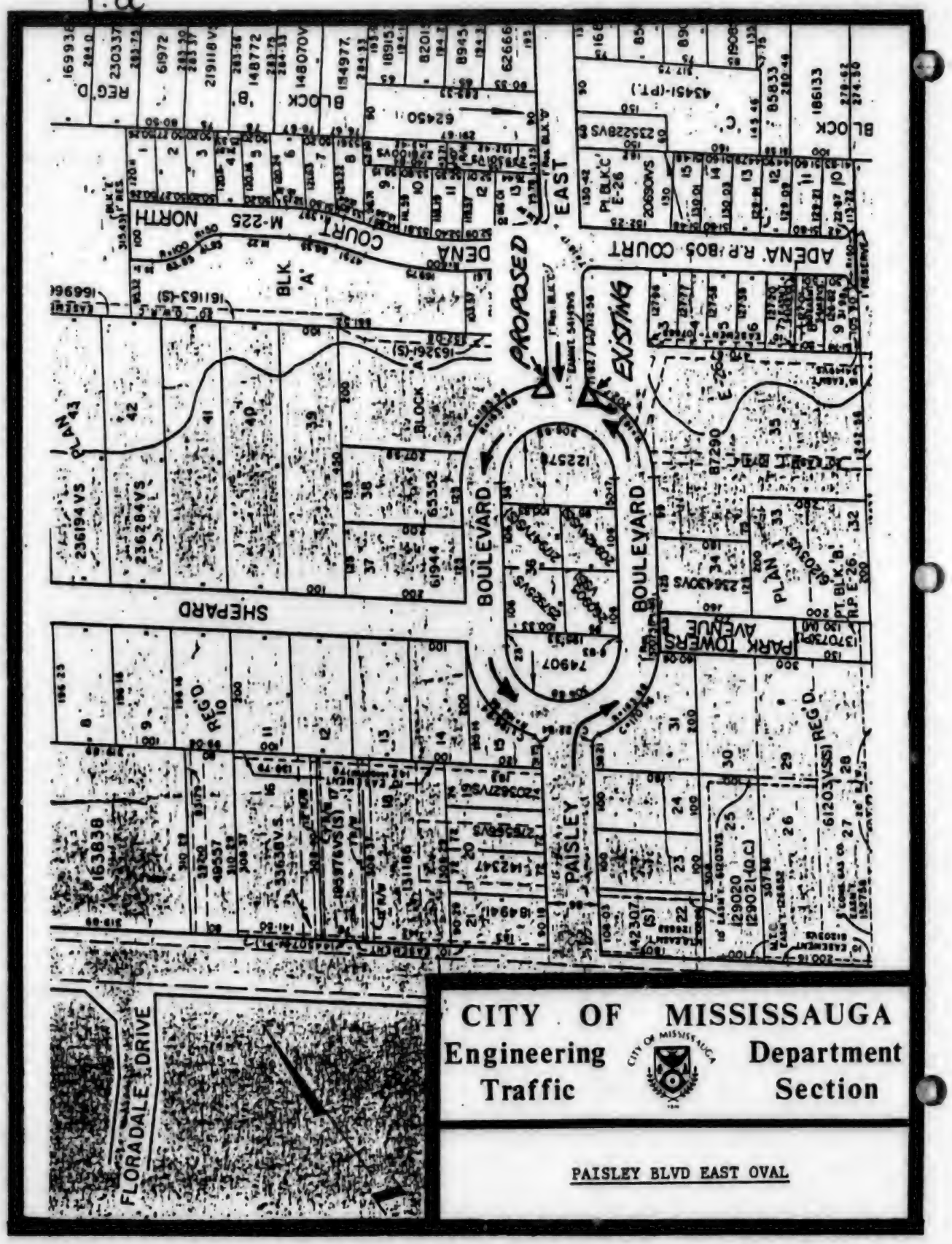
Att.

cc : E.M. Halliday
All Commissioners

JDTJ:jb

RECEIVED
REGISTRY No. 6032
DATE JUN 8 1979
FILE No. 86-79
CLERK'S DEPARTMENT

1.a


PROPOSED
EXISTING
EAST
BOULEVARD
BOULEVARD
PAISLEY
SHEPARD
FLORADALE DRIVE
DENA COURT
M-225 NORTH
ADENA R.P. 805 COURT
PARK TOWERS AVENUE
BLOCK 'A'
PLAN 43
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
PAISLEY BLVD EAST OVAL

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00021

2.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

June 5, 1979

LADIES & GENTLEMEN:

SUBJECT: No Parking Anytime on Central Parkway East.

ORIGIN: Engineering Department.

COMMENTS: Central Parkway East between Burnhamthorpe Road East and Hurontario Street is currently by-lawed to prohibit all on-street parking; however, no signs have yet been posted. This by-law was passed several years ago at a time when although there was no parking problem, it was foreseen that eventually it would be necessary to prohibit parking on a road of this nature (arterial classification).

It has since been observed that undesirable on-street parking is occurring in several locations, namely adjacent the new athletic centre, Valleys Senior Public School, and the Aspen townhouse site (see attached map).

It is recommended that signs now be erected on both sides of Central Parkway East between Hurontario Street and Burnhamthorpe Road East. This will reduce sight problems currently being experienced at the intersection of Mississauga Valley Boulevard with Central Parkway East and in addition, possible hazard to young pedestrians crossing Central Parkway East between parked cars.

RECOMMENDATION: That "No Parking Anytime" signs be erected on both sides of Central Parkway East between Hurontario Street and Burnhamthorpe Road East.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners

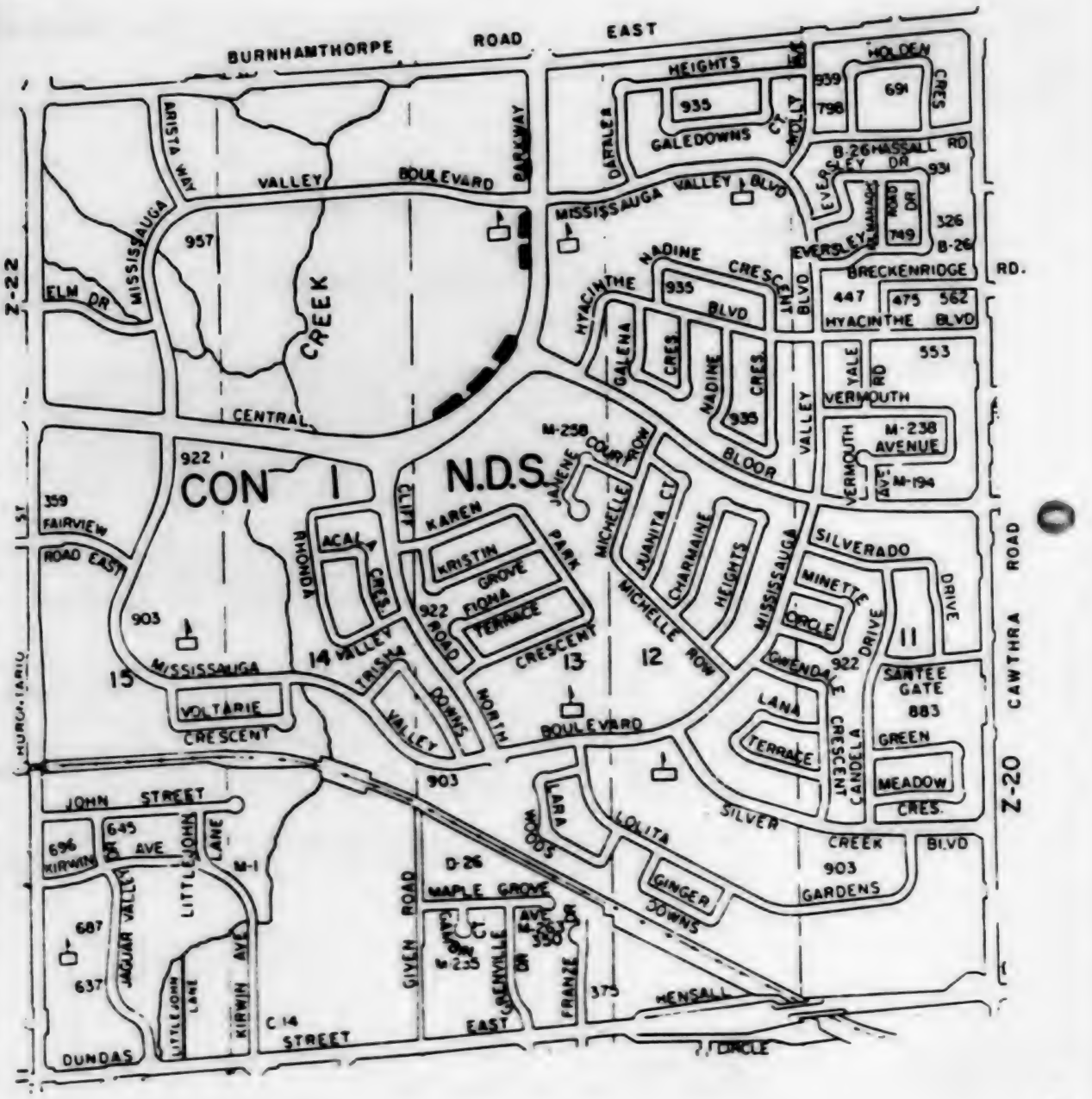
RECEIVED
REGISTRY No. 6031
DATE JUN 8 1979
FILE No. 86-79
CLERK'S DEPARTMENT

FORM 145

2.a

Z-28

▬ = ON-STREET PARKING



Z-14

Z-21

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00045
22 141 00007
11 161 00011

3.

The Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept Engineering and Works

June 1, 1979

LADIES & GENTLEMEN :

SUBJECT : Mississauga Road - Speed Zoning.

SOURCE : Region of Peel.

COMMENTS : The Engineering Department has received correspondence from the Region of Peel indicating that they will be lowering the speed limit on Mississauga Road between 1000 meters north of Britannia Road and Kitimat Road, from 80 km/h to 60 km/h.

The Region requested the City consider implementing a 60 km/h limit on Mississauga Road from Kitimat Road to Erin Mills Parkway so that the limit can be uniform on this section.

We have no objection to the proposal and the attached by-law is to implement a 60 km/h zone on the subject portion of Mississauga Road under the City's jurisdiction.

RECEIVED
REGISTRY No. 5907
DATE JUN 6 1979
FILE No. 86-79
CLERK'S DEPARTMENT

RECOMMENDATIONS : 1) That the speed limit on Mississauga Road from Kitimat Road to Erin Mills Parkway be designated as 60 km/h.

2) That the attached draft by-law amending Traffic By-Law No. 234-75, as amended, giving effect to this change, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : E.M. Halliday
All Commissioners

DTJ:jb

4.

FILE REF: 11 141 00039
11 161 00011
13 211 00018

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept Engineering and Works

May 21, 1979

LADIES & GENTLEMEN:

SUBJECT: Parking practiced on Fifth Line West in the vicinity of Dundas Street West.

ORIGIN: Mrs. Munro of 2558 Fifth Line West.

COMMENTS: Vehicles are continually parking on Fifth Line West immediately south of Dundas Street West. These vehicles belong to the workers on the senior citizen building project located on the south-west corner of the Dundas Street West and Fifth Line West intersection. The parking of vehicles on this portion of Fifth Line West is hazardous due to the narrow surface width of this roadway. No Parking Anytime signs erected on both sides of the roadway for a distance of sixty meters south of Dundas Street would resolve this problem.

There is concern that this parking practice may extend southerly into the residential section of Fifth Line West. We will keep this under surveillance immediately after the implementation of the No Parking signing and report further should a problem situation occur.

RECOMMENDATIONS:

1) That No Parking Anytime signing be erected on both sides of Fifth Line West for a distance of 60 meters south of Dundas Street West.

2) That the parking on this portion of Fifth Line West be kept under surveillance after the installation of the parking signing.

3) That the attached draft by-law to amend traffic by-law #234-75, as amended, be approved.

RECEIVED
REGISTRY No. 5362
DATE MAY 24 1979
FILE No. 86-79
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

FILE REF: 11 141 00039
13 211 78223

JM

City of Mississauga

MEMORANDUM

5.

Chairman and Members of
the Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

May 28, 1979

REQUEST NO. 215-79
CLERK'S FILE NO. 29-79

LADIES & GENTLEMEN:

SUBJECT: Road closure for street party on Almadale Court on Saturday July 14, 1979.

ORIGIN: Residents petition through Joan McLaughlin of 7651 Almadale Court.

COMMENTS: The residents of Almadale Court have requested permission to close this roadway for the purpose of holding a street party on Saturday July 14, 1979. The suggested time period for this event is 7:00 p.m. to 1:00 a.m. We have no objection to this proposal (sketch attached).

RECOMMENDATIONS:

1) That approval be granted to allow the closing of Almadale Court on Saturday July 14, 1979 from 7:00 p.m. to 1:00 a.m.

2) That the residents be required to obtain a "Road Closure" permit from the Engineering Department, one full week prior to the date of the closing.

3) In keeping with the general conditions policy for the temporary closing of roadways for social activities, the residents will be required to provide proof of liability insurance payable to the City of Mississauga.

RECEIVED
REGISTRY No. 5548
DATE MAY 29 1979
FILE No. 29-79
CLERK'S

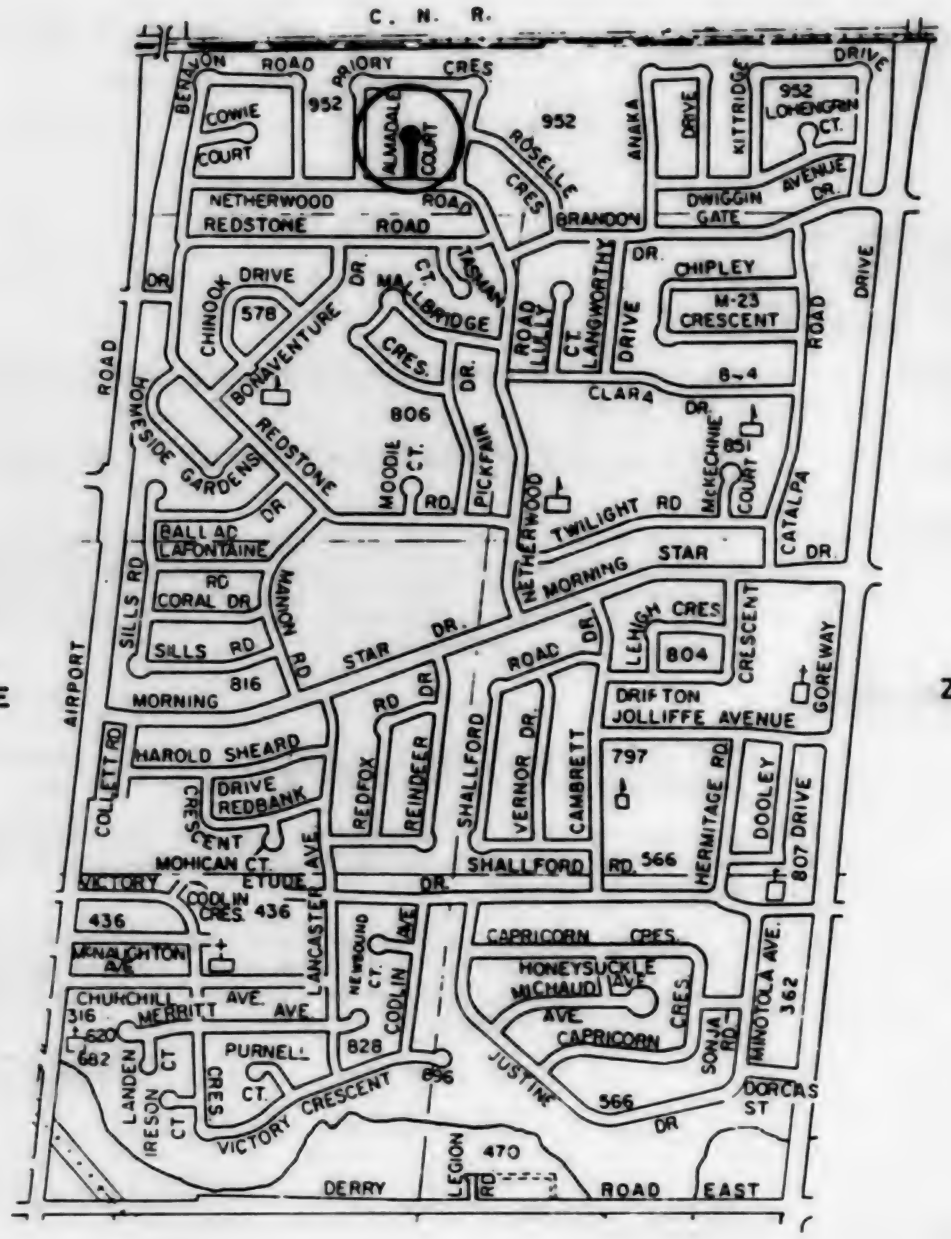
William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

5.a

CITY OF BRAMPTON



Z-49-E

Z-48-E

Z-40-W

Z-48-W

May 18th, 1979.

5.b

RECEIVED
REGISTRY No. 5264
DATE MAY 23 1979
FILE No. 29-79
CLERK'S DEPARTMENT

City Clerk - Municipal Offices,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Re: Street Party to be held by the residents of Almadale Court, Mississauga, Ontario

Dear Sir:

On behalf of all the residents of Almadale Court, this letter will serve as a request to hold a street party on July 14th, 1979. We would appreciate if you would agree to having the court closed to any traffic from 7:00 P.M. until a time acceptable by you.

Please be advised that we did receive permission from your office last year to hold a court party on September 9th, 1978 from 7:30 P.M. until 1:00 A.M.

Hoping to have a favourable reply of acceptance from you. Please be advised that there are fourteen homes on Almadale Court and all of the residents have signed this letter.

WPT

Cordially yours,

Joan McLaughlin,

House No. on Almadale Court	Signature	House No. on Almadale Court	Signature
7651	Joan McLaughlin	7630	Y. Mangalardi
7650	Ingrid Acker	7631	Judy Clow
7637	Gord Stonet	7620	V. E. Cheaney
7646	Susan Noble	7641	Larry Smyth
7640	Joe Eatt	7641	J. Downey
7656	A Greszczuk	7625	D Allard
7626	L. Close	7619	C Tiscetto

6.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 78223

Chairman and Members of
the Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept Engineering and Works

Request No. 216-79
Clerk's File No. 29-79

May 29, 1979

LADIES & GENTLEMEN:

SUBJECT: Road closure for religious processions.

ORIGIN: The Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville.

COMMENTS: Approval has been requested for the closing of roadways in the Streetsville area for the purpose of holding two processions. The routing for these events are outlined as follows:

RECEIVED
REGISTRY No. 5909
DATE JUN 6 1979
FILE No. 29-79
CLERK'S DEPARTMENT

1) Saturday July 21, 1979 - 8:00 p.m. to 9:00 p.m.

   To commence at the St. Joseph Church, proceed westerly on Main Street to Church Street, then northerly on Church Street to the St. Joseph School.

2) Sunday July 22, 1979 - 4:00 p.m. to 6:00 p.m.

   To commence at the St. Joseph School, proceed northerly on Church Street to Water Street, west on Water Street to Queen Street, south on Queen Street to Thomas Street, west on Thomas Street to Victoria Street, south on Victoria Street to Princess Street, east on Princess Street to Queen Street, north on Queen Street to return to the school.

We have no objection to this proposal provided that the Peel Regional Police escort these processions and further, that the Region of Peel approve the use of Queen Street.

RECOMMENDATIONS:

1) That approval be granted for the closing of roadways in the Streetsville area by The Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville on Saturday July 21, 1979 from 8:00 p.m. to 9:00 p.m. and on Sunday July 22, 1979 from 4:00 p.m. to 6:00 p.m., for the purpose of holding processions.

RECOMMENDATIONS: continued ...

2) That this approval be subject to the Peel Regional Police providing escort and the Region of Peel approving the use of Queen Street.

3) That The Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville be required to obtain a "Road Closure" permit from the Engineering Department.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

PAROQUIA DO SSMO. SALVADOR DO MUNDO

MISSISSAUGA, ONTARIO

1225 Melton Drive
Tel: 277-8610

6.b

May 9th, 1979

Mr. R. C. Lathan
Clerk Dept. / 2nd Floor.
City of Mississauga, Ontario

Dear Sir:

The Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville, would like permission to hold two processions for our Annual Festival which takes place on the following days and hours:

Saturday July the 21st. — Procession starts off from St. Joseph Church on Main St. to St. Joseph School on Church St. We would appreciate having permission to close those two Streets from 8.00 P.M. to 9.00 P.M. for the candlelight Procession.

Sunday July 22nd. — Grand Procession starts off from St. Joseph School on Church St. and will take the following routes: Church St. to Elgin, to Thomas, to Victoria and to Princess, back to School which will start 4.00 P.M. and will take about two hours.

Your cooperation in this matter will be greatly appreciated.

Yours truly

Rev. Eduardo Resendes

CLERK'S DEPT.
RECEIVED FILE
MAY 24 1979

Route To		
//		

RECEIVED
REGISTRY No. 5323
DATE MAY 23 1979
FILE No. 29-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILES: 16 111 70066
16 111 74132
11 141 00039

7.

Chairman and Members — From W. P. Taylor

Public Works Committee — Dept Engineering and Works

May 22, 1979

SUBJECT: Argentia Road/C.P.R. Grade Separation
Registered Plans M-8 to M-11

ORIGIN: Request by the developer, Markborough Properties Ltd. for the release of the securities for construction of the subject grade separation.

COMMENTS: A deferred works item (Schedule 'F') in the Engineering Agreement for R.P.'s M-8 to M-11 is that a grade separation be constructed at the Argentia Rd./C.P.R. crossing in the future. When the developer requested that the subdivision be assumed by the City after the due maintenance period, the necessity of this grade separation had still not been resolved. To satisfy this Schedule 'F' item in the Engineering Agreement the developer agreed to provide the City with a Letter of Undertaking together with a Letter of Credit in the amount of $191,000, the value of the estimated City's share of the cost. This would stand until such time as an Official Plan Review confirmed that the grade separation would or would not be required and at the same time clear the subdivision for assumption. An Official Plan review has since indicated that this work will not be required due to the fact that this rail line is of minor importance and has light traffic.

RECOMMENDATIONS:
1. The developer, Markborough Properties Ltd, be released of their commitment to construct the grade separation at Argentia Road and the C.P.R. line.

2. The securities in the amount of $191,000 be released to the developer.

RECEIVED
REGISTRY No. 5361
DATE MAY 24 1979
FILE No. M8-11
103-79
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br

cc: E. Halliday
R. Edmunds
L. Love
D. Ogilvie
K. Cowan

8.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00006

Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept Engineering and Works

May 24, 1979

LADIES & GENTLEMEN :

SUBJECT : Dixie Plaza.

SOURCE : Enquiry from Councillor H.E. Kennedy.

COMMENTS : At the Council meeting held on March 12, 1979, Councillor H.E. Kennedy inquired as to whether or not there were any traffic surveys, etc. being carried out in the area of Dixie Plaza/Rometown Drive/South Service Road, now that Knob Hill Farms has opened in that Plaza, in order to determine if traffic signals are warranted in the area.

Traffic counts indicate that volumes at the access driveway to the South Service Road warrant the installation of a traffic signal. Accordingly, one condition of the approval of the proposed mall enclosure is that the developers provide funds to the City for the cost of a traffic signal installation.

Pending receipt of these funds we expect to complete such a traffic signal installation on the South Service Road at the Dixie Plaza access driveway in late 1979.

RECOMMENDATION : That the Commissioner of Engineering and Works be authorized to install a traffic signal on the South Service Road at the Dixie Plaza access driveway and that full cost be borne by the owners of the Dixie Plaza.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

KW:jb

RECEIVED
REGISTRY No. 525
DATE MAY 29 1979
FILE No. 86-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

Files: 11 321 79003
11 141 00039
12 311 00600

9.

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

May 3, 1979

SUBJECT: Contracted services for storm sewer construction - reconstruction as opposed to City Forces.

ORIGIN: Budget Discussions - February 15, 1979.
Report Request No. 63-79 -
Clerk's Files: 24-79 and 33-79.

COMMENTS: City Council, during budget discussions, requested us to review our policy of storm sewer construction - reconstruction as it relates to City Forces vs contracted services.

We wish to advise that present establishment is set up to provide for a nucleus of City Forces which can be gainfully employed twelve months of a year. The main functions of City Forces are: routine pothole maintenance; winter sanding, salting and plowing up to the capacity of vehicles that are available; traffic signs; debris and brush pickup; street cleaning and litter pickup. All of the other major items such as resurfacing, asphalt patching, slurry seal, sidewalk repairs, surface treatment, manhole and catchbasin repairs, garbage collection, etc., are contracted out.

The type of equipment and personnel required for storm sewer installations and repairs varies widely depending on the depth and size of sewer and the soil conditions encountered. It is our opinion that, generally speaking, storm sewer construction and repairs should be undertaken by contract services as it is not economical or feasible to gear up for this type of work which by the very nature of the work is on an 'as when, as required' basis. It is essential that this philosophy continue as it is an economical advantage to use contractors as and when an emergency arises and for routine maintenance work when City Forces are not available and also during peak periods.

RECEIVED
REGISTRY No. 5651
DATE MAY 31 1979
FILE No. 24-79
33-79
CLERK'S DEPARTMENT

/2

9.a

Subject: Contracted Services
for storm sewer construction ---

RECOMMENDATION: That the report dated May 3, 1979 from the Commissioner of Engineering and Works with respect to contracted services for storm sewer construction - reconstruction as opposed to City Forces, be received.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. T. L. Julian
Mrs. L. Heaps

City of Mississauga

MEMORANDUM

File: 16 111 73059

10.

To: Chairman and Members
Dept. Public Works Committee

From: William P. Taylor
Dept. Engineering and Works

May 28, 1979

SUBJECT: Vicki Lane Subdivision (R.P. M-37)

ORIGIN: Engineering and Works Department

COMMENTS: The subject Development is located south of Dundas Street West, east of Old Carriage Road and it consists of 14 residential lots.

As far as the Engineering and Works Department is concerned, the developer has complied with all requirements of the Engineering Agreement for the installation of the services.

RECOMMENDATIONS:

1. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.

2. That the City release all securities to the developer, Urban Equities Ltd.

3. That the City Council pass a by-law establishing the road allowances within Registered Plan M-37 as public highway and part of the municipal highway system of the City of Mississauga.

William P. Taylor, P. Eng.
Commissioner

WPT:kw

cc: City Manager
All Commissioners
W. Munden
Region of Peel - B. Wright
D. Markle
W. J. Richmond
D. J. Debenham

RECEIVED
REGISTRY No. 5908
DATE JUN 6 1979
FILE No. M 37
CLERK'S DEPARTMENT

10.a

ORIOLE REALTY Z-23
121-3-77

ONTIM PH I
111-73145
T-

ONTIM-GLENGARRY PH II
111-74084
T-24895
121-7-74

BURGER CHEF
111-70055

J. SANT
111-73065
T-23516

CREDIT HTS.
111-68101
T-18804

ROMSAY DEV.
111-76051
121-13-71
151-76-115

HARTSVILLE DEV.
111-77101
121-20-77
T-77028

MISSISSAUGA PLACE
111-72096
T-76034
121-30-76

URBAN
111-73059
T-23606

P.H.I.
111-75128
121-84-74
T-75506

HURONTARIO HTS.
111-72127
121-66-68

SUNNY PARK
111-74087
T-24948

GULF OIL
121-11-77

HEMUS DEV.
111-73086
T-78026

DUNDAS STREET WEST

CREDIT VALLEY GOLF & COUNTRY CLUB

CREDIT VALLEY (HANSON)
121-45-74
111-75136

151-76-115

DUNDAS-HOLDINGS
111-74088
T-23067

GREEN PARK
151-76-084

131-242-75

CREDIT HTS
111-72056
T-21837

FIELDGATE (RUBIN)
111-68052
T-22682

ROSE MARY F
111-74049
T-24351

A.E. KRAGO
111-77111
T-77052

MILL BLOCK

MISSISSAUGUA GOLF & COUNTRY CLUB

MISSISSAUGA VILLAGE
T-77017
121-18-77

MISSISSAUGA EST.
111-72104
T-23273

QUAKER HOLDINGS
111-76114
T-76036

JACOBS
T-78033
121-78117

QUEENSGATE
111-74152

WEST COOKSVILLE STUDY
11-211-00058

MAVIS RD. PEDESTRIAN GRADE SEPARATION 111-77056

Z-9 Z-8 Z-16 Z-17 Z-15

City of Mississauga

MEMORANDUM FILES: 16 111 68112
11 141 00039

To: Chairman and Members
Public Works Committee

From: William P. Taylor
Dept. Engineering and Works

June 4, 1979.

SUBJECT: Assumption of the Municipal Works for the Argyle Apartments Development known as Part of Block A, R.P. E-23 (OZ/2/68)

ORIGIN: Engineering Agreement Between Worland Holdings Limited and the City of Mississauga dated June 2, 1972.

COMMENTS: As far as this Department is concerned, the Developer has complied with all but one of the requirements of the Engineering Agreement for this development.

The only outstanding condition which, at this time, cannot be complied with, is the cleaning out of a box culvert for the Mary Fix Creek. Due to land acquisition and grade problems south of this structure and external to the control of this Developer, these works have had to be deferred for the time being.

To resolve this point, the Developer has contributed $ 5,000.00 to the City for the completion of these works when they can be carried out.

RECOMMENDATIONS:

1. That the City accept the cash settlement from the Developer in the amount of $ 5,000.00 for the future clean-out of the box culvert.
2. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.
3. That the City release all securities to the Developer, Worland Holdings Limited.

William P. Taylor, P.Eng.,
Commissioner.

WPT/cm

cc: City Manager
All Commissioners
W. Marsden
Region of Peel - B. Wright
D. Markle
W. J. Richmond
D. J. Deberham

RECEIVED
REGISTRY No. 6028
DATE JUN 8 1979
FILE No. OZ/2/68
CLERK'S DEPARTMENT

12.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
11 321 79001
16 111 79042

To: Chairman and Members of the Public Works Committee, City of Mississauga

From: William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

LADIES & GENTLEMEN: June 1, 1979

SUBJECT: 1979 Capital Streetlighting Budget.

ORIGIN: Engineering Department.

COMMENTS: The Council approved a capital expenditure of $250,000.00 for streetlighting in 1979. The allocation of the funds was specified as follows:

a) Sheridan Park (rebuild wiring and replacement of defective components)	$ 25,000.00
b) Malton Industrial Park (change 600 volt to 240 volt system)	$100,000.00
c) Five major intersection improvements	$ 25,000.00
d) Replace incandescent with sodium vapour	$100,000.00

Purchase orders have been issued to Hydro Mississauga for items a) and b) as the intent of Council was quite specific for these projects.

Five of the intersections we are proposing for upgrading are carry-overs from 1978 and are as follows:

South Service Road and Alexandra Boulevard	$ 3,500.00
Dundas Street and Cook Street	$ 3,500.00
Dundas Street and Proudfoot Street	$ 3,500.00
Dundas Street and Robinson Street	$ 3,500.00
Dundas Street and Jarvis Street/Mindemoya Road	$ 3,500.00
	$ 17,500.00

For the replacement of incandescent lighting with high pressure sodium, we are proposing the following projects based on previous resident requests and deferrals to the 1979 Budget.

continued ...

RECEIVED
REGISTRY No. 6030
DATE JUN 8 1979
FILE No. 27-79
CLERK'S DEPARTMENT

COMMENTS: continued ...

a) Haines Road from Dundas Street to the Queensway	$ 10,140.00
b) Schomberg Avenue from 140m± of Cawthra Road to Breckenridge Road	$ 2,200.00
c) Glencolin Court	$ 1,440.00
d) Vermouth Avenue from Mississauga Valley Boulevard to 180m easterly	$ 7,500.00
e) Intersection of Queen Street and Maple Avenue	$ 860.00
f) Riverspray Crescent from Bloor Street to second intersection with Runningbrook Drive	$ 5,720.00
g) Streamway Crescent from Riverspray Crescent to Wagondust Road	$ 4,400.00
h) Wagondust Road from Riverspray Crescent to Runningbrook Drive	$ 3,100.00
i) Burningoak Crescent from Wagondust Road to Wagondust Road	$ 3,520.00
j) Courrier Lane from Stavebank Road to Sir Richards Road	$ 2,200.00
k) Oneida Crescent from Queensway to Sir Richards Road	$ 5,320.00
l) Pineneedle Row from Queensway West to second intersection with Sir Richards Road	$ 10,900.00
m) Sir Richards Road from Oneida Crescent to the dead end	$ 4,760.00
n) Melton Drive from Cawthra Road to 50m± west of Kilgore Court	$ 27,600.00
o) Melton Drive from Sidney Drive to easterly boundary of St. Edmunds School property	$ 13,100.00
p) Sidney Drive from Melton Drive to Kendall Road	$ 4,740.00
	$107,500.00

We trust the above proposed streetlighting projects meet with the Committee's approval. With the Committee's concurrence with the above, we will begin the procedures to have the lighting installed before the end of the 1979 construction season.

RECOMMENDATION: That the Engineering Department proceed to arrange for the completion of the 1979 streetlighting program as contained in the Commissioner of Engineering and Works report dated June 1, 1979.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

DWR:mk

c.c. E.M. Halliday
All Commissioners

13.

City of Mississauga

MEMORANDUM

Our file : 16 111 78144
11 141 00039

To Chairman and Members
Public Works Committee

From W. P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works Department

June 4, 1979

SUBJECT : Proposed Residential Development - Ursini Investments Limited Turney Drive.

ORIGIN : Engineering and Works Department

COMMENT : On January 15, 1979, Council approved a resolution not to permit further development on a tributary of the Mullet Creek in the Erin Mills Parkway and Britannia Road area until a new storm sewer outlet is constructed by the City, as there is insufficient capacity in the existing storm trunk sewer to accommodate further development.

As a result of the foregoing, Ursini Investments Limited has proposed that an existing section of the trunk at the outfall be reconstructed at the developer's cost, to provide the necessary capacity to accommodate their development now, and they would, in addition, contribute their share of the costs for the ultimate construction of a storm relief sewer.

The Engineering Department has reviewed this proposal and has no objection to same.

RECOMMENDATION : That the Ursini Investments Limited proposed residential development on Turney Drive be permitted to use the existing storm sewer system provided that the developer agrees to reconstruct the existing section of corrugated metal pipe sewer at the Mullet Creek at their cost, and provided that the developer also agrees to pay the drainage levy.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

JVP:sa

cc : City Manager
All Commissioners

RECEIVED
REGISTRY No. 6075
DATE JUN 11 1979
FILE No. T-
CLERK'S DEPARTMENT

City of Mississauga File: 16 111 69029

MEMORANDUM

14.

To: Chairman and Members — From: William P. Taylor

Dept.: Public Works Committee — Dept.: Engineering and Works

June 7, 1979

SUBJECT: Assumption of the Works for Colin-Mason Subdivision, Registered Plan 890.

ORIGIN: Engineering and Works Department

COMMENTS: The subject works are located south of the Queen Elizabeth Way and west of Hurontario Street and consists of 12 lots.

As far as the Engineering and Works Department is concerned, the developer has complied with all requirements of the Engineering Agreement for the installation of the municipal services.

The developer has also forwarded the City a cash settlement in the amount of $500.00 to cover some minor asphalt repairs.

RECOMMENDATIONS:

1. That the City accept the cash settlement from the developer in the amount of $500.00 in lieu of undertaking the minor asphalt repairs.
2. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.
3. That the City release all securities to the developer, Indiatlantic Enterprises Ltd.
4. That the City Council pass a by-law establishing the road allowance within registered plan 890 as public highway and part of the municipal highway system of the City of Mississauga.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

WPT:kw

cc: City Manager
All Commissioners
W. Munden
Region of Peel - B. Wright
D. Markle
W. J. Richmond
D. J. Debenham

RECEIVED
REGISTRY No. 6067.
DATE JUN 11 1979
FILE No. Plan 890.
CLERK'S DEPARTMENT

15.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00008

To: The Chairman and Members
Public Works Committee
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept: Engineering and Works

June 8, 1979

LADIES & GENTLEMEN :

SUBJECT : Traffic on local streets in the vicinity of Mississauga Road and the Q.E.W.

SOURCE : Engineering Department.

COMMENTS : We have had continuing complaints from the residents of the Comanche Road/Cochise Crescent/Kedleston Way area because of through traffic using local streets to avoid delays caused by ramp metering at the Q.E.W.

In 1975 signs prohibiting southbound left-turns from Mississauga Road to Kedleston Way (7.00 a.m. - 8.30 a.m. Monday to Friday) were erected because of complaints that vehicles were making "U" turns in driveways.

In 1978 additional turn prohibitions were erected prohibiting southbound right-turns to Atoka Drive and southbound left-turns to Comanche Road from Mississauga Road, (7.00 a.m. - 8.30 a.m. Monday to Friday).

There remains however, a problem with northbound vehicles on Mississauga Road entering Comanche Road, passing through the area and exiting on Mississauga Road from Kedleston Way which is immediately south of the on-ramp to the Toronto-bound Q.E.W.

A questionnaire was sent to the residents with a suggested alternative to prevent the problem by prohibiting right-turns from Kedleston Way on to Mississauga Road during the a.m. peak period. The response to the questionnaire indicated that this alternative was unacceptable to most of the residents.

continued ...

SUBJECT : Traffic on local streets in the vicinity of Mississauga Road and the Q.E.W.

COMMENTS :
continued ...

In attempting to resolve the problem, a public meeting was held on Thursday, May 31, 1979, at City Hall at which time a series of alternative traffic control schemes was presented to the residents. After considerable discussion, a vote indicated preference for Alternative 3 which is shown on the attached plan. This involves the removal of the existing southbound "No Left-turn" signs on Mississauga Road at Comanche Road. In its place it is proposed to erect "Do Not Enter 7.00 a.m. - 8.30 a.m. Monday to Friday" signs on Knareswood Drive at Cochise Crescent. This will be supplemented by advisory signs located on Comanche Road at Mississauga Road which will indicate "No Through Traffic 7.00 a.m. - 8.30 a.m. Monday to Friday". The existing "No Left-turn" signs at Kedleston Way and "No Right-turn" signs at Atoka Drive will remain as they are at present.

The basic intention of the meeting was to attempt to solve the through traffic problem. However, there was discussion about the problems and concerns of Dr. Boyko who operates an orthodontist office at 640 Kedleston Way. There was some discussion about exemptions to the "No Left-turn" signs at Kedleston Way in order to allow left-turns only to #640.

There was a similar suggestion at this point that the "Do Not Enter" signs be altered by the addition of "Local Residents Excepted".

The meeting was concluded on the basis that action will be taken to implement Alternative 3, and that the feasibility of these two exemptions would be reviewed. The residents however, were cautioned that the revisions were not likely feasible and it may not be possible to implement them.

After further review we have concluded that these exemptions would be very awkward and would result in complications in terms of Police enforcement. As a result, we recommend that Alternative 3 as presented on the attached plan with no exemptions, be implemented.

continued ...

15.b

SUBJECT : Traffic on local streets in the vicinity of Mississauga Road and the Q.E.W.

RECOMMENDATIONS :

1) That "Do Not Enter 7.00 a.m. - 8.30 a.m. Monday to Friday" signs be erected on Knareswood Drive at Cochise Crescent to prohibit northbound traffic.

2) That advisory "No Through Traffic 7.00 a.m. - 8.30 a.m. Monday to Friday" signs be erected on Comanche Road at Mississauga Road for eastbound traffic.

3) That the existing "No Left-turn 7.00 a.m. - 8.30 a.m. Monday to Friday" signs for southbound traffic on Mississauga Road at Comanche Road be removed.

4) That the attached draft by-law amendment to Traffic By-Law No. 234-75, as amended, to implement these changes, be approved.

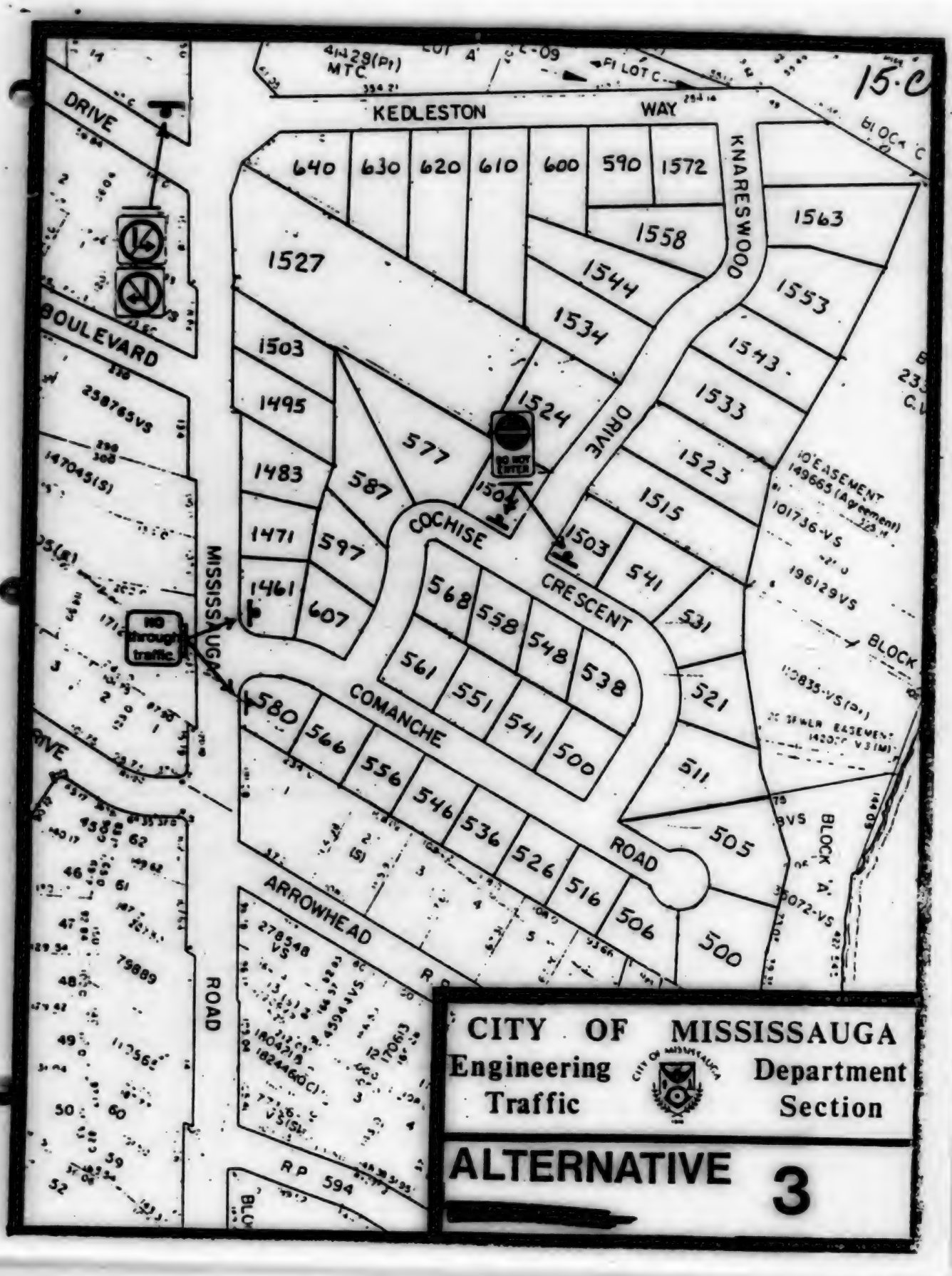
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

AKW:jb

15-C


KEDLESTON WAY
DRIVE
BOULEVARD
KNARESWOOD DRIVE
COCHISE CRESCENT
MISSISSAUGA ROAD
COMANCHE ROAD
ARROWHEAD ROAD
640
630
620
610
600
590
1572
1563
1558
1553
1544
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10' EASEMENT 149665 (Agreement)
101736-VS
196129VS
BLOCK 'A'
BLOCK 'C'
RP 594
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
ALTERNATIVE 3

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011

16.

To: Chairman and Members
Public Works Committee
City of Mississauga

From: William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

June 1, 1979

LADIES & GENTLEMEN :

SUBJECT : Consolidated Traffic By-Law.

SOURCE : Engineering and Works Department.

COMMENTS : From time to time it is necessary to prepare a new Traffic By-Law to consolidate the previous Traffic By-Law and all amendments thereto.

This draft Consolidated Traffic By-Law contains a number of changes or amendments which are outlined as follows :

1. A metrification of all lineal measurements has been made.

2. Item 15 and accompanying schedule governing the use of Municipal Off-Street Parking Lots.

3. Item 29 - School Bus Loading Zones - were previously designated by separate by-law and were not included in the Traffic By-Law. We have now included these listings in a schedule in this Traffic By-Law.

4. Item 30 - Pedestrian Rules - has been expanded and an accompanying schedule added where it is desired to prohibit pedestrian crossings.

5. Item 31 - Commercial Vehicle Loading Zones - is to govern the use of designated areas for commercial vehicles while loading and unloading of merchandise.

6. Item 32 - Tax-Cab Stands - is to govern areas on municipal roadways which are designated for the exclusive use of taxi-cabs.

continued ...

SUBJECT : Consolidated Traffic By-Law.

COMMENTS :
continued ...

7. Item 33 has been changed to reflect the amendments to the Municipal Act related to parking on public and private land.

8. Schedule 24 has been added to designate certain signs as "authorized signs" which are not covered in the Highway Traffic Act.

9. Weights for Heavy Truck prohibitions have not been changed to metric at this time. The M.T.C. is presently studying this item and will be recommending appropriate changes. This by-law will be amended when this information becomes available.

RECOMMENDATION : That the attached draft Consolidated Traffic By-Law be approved and that the Mayor and Clerk be authorized to execute this by-law.

A.W. Donald.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

DTJ:jb

PUBLIC WORKS

DATE: JUNE 13, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 13, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	May 30/79	11
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	June 30/79	6
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	July 15/79	5
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	July 5/79	7
231-78	Eng. & Works	Traffic By-law/Mississauga Road South and Kedleston Way	G.C. Sept.6/78, Item 1237	June 7/79	5
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	June 17/79	5
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	May 18/79	2
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	June 12/79	2
281-78	Eng. & Works	Proposed improvements to walkway and fence-Douglas Drive right-of-way	Council-Oct.30/78	May 31/79	4
23-79	Eng. & Works	Traffic Problems-Orchard Heights Community	Council, Jan.15.79	July 7/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	June 15/79	2
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	June 15/79	2
61-79	Eng. & Works	Recoveries applicable to maintenance of City Properties. Page 817 of Budget	Budget Discussions of of February 15/79	June 15/79	1

8/

PUBLIC WORKS 12.a

DATE: JUNE 13, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 13, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	June 15/79	1
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	June 15/79	1
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	June 15/79	1
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	June 15/79	1
74-79	Eng. & Works	Preparation of a by-law with respect to snow removal from sidewalks by residents	Council, Feb.26/79, Res.#160	June 15/79	1
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	June 15/79	1
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	June 15/79	1
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	June 15/79	1
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	June 15/79	1
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
163-79	Eng. & Works	Enlargement of Culvert on CNR Speer Line at Sheridan Creek	Water Management Advisory Advisory Board of C.V.C.A. meeting of March 26/79 (Memo to W.P. Taylor April 2/79)	May 30/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	June 15/79	0
179-79	Eng. & Works	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	June 1/79	0

PUBLIC WORKS

DATE: JUNE 13, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF JUNE 13, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	June 30/79	0
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	June 17/79	0
246-79	Eng. & Works	Conditions at and in the vicinity of Floradale Public School	Council June 11/79	July 18/79	0
247-79	Eng. & Works	Central Parkway Extension Road Completion	Letter dated May25/79 from Dell Holdings	June 15/79	0

18.c

PUBLIC WORKS OTHER MATTERS

JUNE 13, 1979

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Review of American Drive/Viscount Road Intersection warrants for traffic light installation. This item is monitored by Engineering Department and report is due	March 1979	
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	

SUBJECT	SOURCE	COMMENTS
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

P.81

City of Mississauga

MEMORANDUM

To Mayor and Members of Council — From Mr. John D. Murray

Dept. Members of the Public Works Committee — Dept. Clerk's

All Department Heads

June 13, 1979

Re: Dell Holdings - Central Parkway West Extension, West of Erindale Station Road
Files 18-79; 33-79A

With respect to Item 17 of the attached Public Works Agenda for Friday, June 15, 1979, I enclose a copy of a report dated June 12, 1979 from the Commissioner of Engineering and Works, regarding Central Parkway West extension, west of Erindale Station Road. This report will be considered by the Committtee when they deal with Item 17 on the agenda.

Please do not hesitate to contact me if you have any questions in this regard.

John D. Murray
Committee Co-ordinator

/pj
attach.

FORM 145

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 61070
11 141 00039

To: Chairman and Members

From: William P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering and Works

June 12, 1979

SUBJECT: Dell Holdings - Central Parkway West of Erindale Station Road.

ORIGIN: Letter dated May 25, 1979 (copy attached) from Dell Holdings Limited - REQUEST FOR REPORT NO. 247-79, Clerk's File Numbers 18-79 and 33-79A

COMMENTS: The attached letter was received from Dell Holdings Limited and requests that we complete the curbs, sidewalk, and asphalt pavment on the portion of Central Parkway adjacent to the site where Dell Holdings Limited new industrial building is nearing completion.

RECEIVED
REGISTRY No. 6193
DATE JUN 15 1979
FILE No. 18-79
33-79A
CLERK'S DEPARTMENT

This road was acquired by the City in 1978 from Dell Holdings Limited and Kaneff Construction, as part of the land acquisition approved by Council for Central Parkway, and the new Creditview Road.

As part of the settlement for acquiring the right-of-way it was agreed with Dell Holdings that the City of Mississauga would construct the services and the road from City funds. The services, including a new storm sewer outlet, were constructed in 1978. However, due to budget restrictions we did not recommend the completion of Central Parkway West between Erindale Station Road and Burnhamthorpe Road until 1981, and Council concurred with the City Manager's recommendation that this work not take place until 1982.

With Dell Holdings Limited new industrial building now being completed we would recommend that the funds to complete the base course asphalt on Central Parkway West for a distance of approximately 500' be provided from the road re-surfacing funds in the Current Budget, in an amount of $10,000.00. Further, that the developer be advised that the balance of the road work to Erindale Station Road will be completed in 1982, or earlier, depending on development of the adjacent lands, and the lands to the north, and the availability of funds therefor.

continued.....

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS:

1 - That Central Parkway West be paved with base course asphalt in 1979 for a distance of approximately 500' at an estimated cost of $10,000.00. Funds are to be provided from the Current Budget Road Re-surfacing Account.

2 - That Dell Holdings Limited be advised that the final course of asphalt, including curbs, along with the extension of Central Parkway West to Burnhamthorpe Road will not be completed until 1982, or earlier, depending upon adjacent development and development of lands to the north, and the availability of funds therefor.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

Att.

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

Holdings Limited

May 25th/79.

RECEIVED
MAY 25 1979
RECORDS OFFICE

Mayor Hazel McCallion
1 City Centre Drive
Mississauga, Ontario

Dear Mrs. McCallion:

Re: Central Parkway Drive
Extension Road Completion

As you are aware we have erected our first building on the Central Parkway extension west. We are very concerned that the curbs, sidewalk and asphalt pavement is not completed. I did take this matter up with Mr. W. Taylor, Commissioner of Works. Mr. Taylor informed me that the completion of the road will not be undertaken before 1980-81 program. These dates are not satisfactory to me.

I would be very pleased if you could give this matter full consideration in completing the curbs and the asphalt surface in the portion that the underground services are completed and working.

As mentioned in earlier correspondance, it is very difficult to promote industrial development without proper services.

Also, I am pleased to inform you that we will be moving our head office to 1135 Central Parkway Drive. Our premises will be ready for occupancy early this summer.

Your co-operation in expediting the completion of the road will be of mutual interest.

Yours Truly,

M. A. Elia
President

MAL/hm

c.c.: Mr. W. Taylor
Commissioner of Works

RECEIVED
DATE 5831
FILE NO. 33-79A
18-79
CLERK'S DEPARTMENT

REFERRED TO W. TAYLOR

REPORT TO PUBLIC WORKS

Request for Report #241-79

CITY OF MISSISSAUGA

M I N U T E S

MEETING # 6

NAME OF COMMITTEE: PUBLIC WORKS COMMITTEE

DATE OF MEETING: Friday, June 15, 1979

PLACE OF MEETING: Committee Room 'A' at 2:00 p.m.

MEMBERS PRESENT:
Councillor K. Dear, Chairman
Mr. P. Carlson, Vice-Chairman
Councillor L. Taylor
Councillor R. Starr
Mr. F. J. Dale
Mr. A. S. Nemetz

MEMBERS ABSENT:
Councillor F. Hooper
Councillor S. Mahoney
Mr. R. B. Martin
Mr. B. Belford

STAFF PRESENT:
Mr. A. McDonald, Director of Maintenance Engineering
Mr. W. P. Taylor, P.Eng., City Engineer
Mr. T. L. Julian, City Clerk
Mr. J. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated June 5, 1979 from the Commissioner of Engineering and Works regarding hazardous traffic conditions on Paisley Boulevard East at the east end of the oval. In his report, Mr. Taylor recommended that the existing yield sign at the east end of the Paisley Boulevard East oval, facing eastbound traffic, be re-located to control westbound traffic as they enter the oval, and that the Traffic By-law 234-75, as amended, be amended to implement this change.

   This recommendation was endorsed by the Committee.

   File: 86-79 Recommendation #87 (Councillor Starr)

2. Report dated June 5,1979 from the Commissioner of Engineering and Works regarding Central Parkway East between Burnhamthorpe Road and Hurontario Street, which currently has on-street parking prohibitions in effect pursuant to the Traffic By-law 234-75, as amended. Mr. Taylor advised, however, that at this time, there are no signs posted and, therefore, recommended that "No Parking Anytime" signs be erected on both sides of Central Parkway East between Burnhamthorpe Road and Hurontario Street.

This item, at the request of Councillor L. Taylor, Ward Councillor, was not considered by the Public Works Committee at this time in order that he may look into the matter further.

File: 86-79

3. Report dated June 1, 1979 from the Commissioner of Engineering and Works regarding a request from the Region of Peel to consider reducing the speed limit on Mississauga Road from Kitimat Road to Erin Mills Parkway from 80 km/h to 60 km/h to be in conformity with the Regional portions of the road.

In his report, Mr. Taylor recommended that the speed limit be reduced in accordance to the Region of Peel's request. This recommendation was endorsed by the Committee.

File: 86-79 Recommendation #88 (P. Carlson)

4. Report dated May 21, 1979 from the Commissioner of Engineering and Works regarding the parking of vehicles on Fifth Line West immediately south of Dundas Street West. In his report, Mr. Taylor advised that the parking of vehicles at this location is hazardous due to the narrow surface width of the road.

Mr. Taylor recommended that parking be prohibited on this portion of Dundas Street and that the situation be reviewed in the near future to ensure that the problem is rectified. This recommendation was endorsed by the Committee.

File: 86-79 Recommendation #89a(P. Carlson)
Recommendation #89b(P. Carlson)

5. Report dated May 28, 1979 from the Commissioner of Engineering and Works regarding a petition from residents on Almadale Court in Ward 5 for a temporary road closing permit for the purpose of holding a street party on Saturday, July 14, 1979.

In his report, Mr. Taylor recommended that the residents be permitted to hold a street party on Saturday, July 14, 1979 and that the temporary road closing permit be issued subject to certain standard requirements. This recommendation was endorsed by the Committee.

File: 29-79 Recommendation #90a(Councillor Taylor)
Recommendation #90b(Councillor Taylor)
Recommendation #90c(Councillor Taylor)

6. Report dated May 29, 1979 from the Commissioner of Fngineering and Works regarding a request from the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville for approval of two temporary road closings in the Streetsville area for the purpose of holding a procession on Saturday July 21,1979 from 8:00 p.m. to 9:00 p.m. and on Sunday July 22, 1979 fron 4:00 p.m. to 6:00 p.m.

In his report, Mr. Taylor recommended that approval be granted for the necessary road closings on July 21, 1979 and July 22, 1979 for the processions subject to the applicant obtaining a road closure permit and obtaining approval from the Region of Peel for the use of Queen Street and the approval of the Peel Regional Police. The Committee endorsed Mr. Taylor's recommendations.

File: 29-79 Recommendation #91a(P. Carlson)
Recommendation #91b(P. Carlson)
Recommendation #91c(P. Carlson)
Recommendation #91d(P. Carlson)

7. Report dated May 22, 1979 from the Commissioner of Engineering and Works regarding a request from Markborough Properties Limited for the release of securities for the construction of a grade separation at the CPR railway and Argentia Road, subject to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, Markborough Properties Limited, providing the municipality with a Letter of Credit in the amount of $191,000.00 to cover the City's share of the cost of the grade separation. However, an Official Plan review had indicated that this work will not be required due to the fact that the railway line is of minor importance. In his report, Mr. Taylor recommended:-

ITEM 7 CONTINUED .....

a) That the Developer, Markborough Properties Limited, be released from their commitment pursuant to Schedule "F" of the Engineering Agreement for Registered Plans M-8 to M-11, to construct a grade separation on Argentia Road and the CPR railway line.

b) That the securities in the amount of $191,000.00 be released to the Developer, Markborough Properties Limited.

Mr. Carlson requested that consideration of this matter be deferred to a public meeting in order that residents in the vicinity will have an opportunity to review Mr. Taylor's proposals fully. Mr. Carlson pointed out that most residents were under the impression that a grade separation would be constructed at this location in the future. Mr. W. P. Taylor explained that due to the fact the the CPR line is rarely used, this grade separation is a very low priority.

Councillor Dear requested that the matter be deferred so that Mr. Carlson and himself can meet with staff and residents in order that the residents may be fully aware of the circumstances behind Mr. Taylor's recommendation to release the securities for this grade separation to Markborough Properties Limited. This proposal was endorsed by the Committee on a motion by Mr. Carlson.

Files: M-8; M-11 Recommendation #92 (P. Carlson)
103-79

8. Report dated May 24, 1979 from the Commissioner of Fngineering and Works regarding the signalization of the access to the Dixie Plaza from the South Service Road. In his report, Mr. Taylor recommended:

"That traffic signals on the South Service Road at the Dixie Plaza access driveway be installed and that the full cost be borne by the owners of Dixie Plaza."

File: 86-79 Recommendation #93 (Councillor Taylor)

9. Report dated May 3, 1979 from the Commissioner of Engineering and Works regarding the City's policy of using contracted services rather than City forces to do certain storm sewer maintenance and reconstruction works.

Mr. Taylor recommended that his report be received. This recommendation was endorsed by the Committee.

Files: 24-79 Recommendation #94 (Councillor Taylor)
33-79

10. Report dated May 28, 1979 from the Commissioner of Engineering and Works regarding Vicki Lane Subdivision, Registered Plan M-37. In his report, Mr. Taylor advised that the Developer has complied with all requirements of the Engineering Agreement for the installation of services.

Mr. Taylor recommended that the municipal works be assumed and that all securities be released to the Developer, Urban Equities. This recommendation was endorsed by the Committee.

File: M-37 Recommendation #95a(Councillor Starr)
Recommendation #95b(Councillor Starr)
Recommendation #95c(Councillor Starr)

11. Report dated June 4, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal works for the Argyle Apartments Development located on Part of Block A, Registered Plan E-23 (OZ/2/68). In his report, Mr. Taylor advised that the Developer, Worland Holdings Limited, has complied with all of the requirements of the Engineering Agreement with the exception of cleaning out the box culvert for the Mary Fix Creek. Due to land acquisition and grade problems, this work has been deferred.

Mr. Taylor recommended that the municipal works be assumed and that all securities be released to the Developer, Worland Holdings Limited. Mr. Taylor further recommended that a cash settlement of $5,000.00 be accepted in lieu of the future clean out of the box culvert for the Mary Fix Creek. This recommendation was endorsed by the Committee.

File: OZ/2/68 Recommendation #96a(Councillor Starr)
Recommendation #96b(Councillor Starr)
Recommendation #96c(Councillor Starr)

12. Report dated June 1, 1979 from the Commissioner of Engineering and Works regarding the 1979 Capital Street Lighting Budget. In his report, Mr. Taylor recommended that the Capital Street Lighting Budget for 1979 be approved. This recommendation was endorsed by the Committee.

File: 27-79 Recommendation #97a (Councillor Taylor)
Recommendation #97b (Councillor Taylor)

13. Report dated June 4, 1979 from the Commissioner of Engineering and Works regarding a proposed residential development on Turney Drive in Ward 9. Council, at its meeting on January 15, 1979, adopted a recommendation of General Committee made at its meeting on January 10, 1979, not to permit further development on the Mullet Creek and its tributaries in the Erin Mills Parkway and Britannia Road area until a new storm sewer outlet is constructed by the City. Ursini Developments Limited is proposing to reconstruct a portion of the existing storm sewer to provide the necessary capacity to accommodate their development now.

In his report, Mr. Taylor recommended that Ursini Developments Limited, be permitted to use the existing storm sewer system for their proposed residential development on Turney Drive provided that the Developer agrees to reconstruct the existing section of the corrugated metal pipe sewer at Mullet Creek at their cost, and further, that the Developer agrees to pay the total drainage levy applicable.

This recommendation was endorsed by the Committee.

File: T-76031 Recommendation #98 (P. Carlson)

14. Report dated January 7, 1979 from the Commissioner of Engineering and Works regarding the assumption of the works for Registered Plan 890, Colin-Mason Subdivision. Mr. Taylor advised that the Developer, Indiatlantic Enterprises Limited, has complied with all requirements of the Engineering Agreement and provided the City with a cash settlement of $500.00 to cover minor asphalt repairs. Mr. Taylor recommended that the municipal

ITEM 14 CONTINUED .....

works be assumed and that all securities be released to the Developer. Mr. Taylor further recommended that a cash settlement in the amount of $500.00 be accepted in lieu of the Developer undertaking certain minor asphalt repairs and that the necessary by-law establishing the road allowance in the registered plan as a public highway, be enacted by Council. This recommendation was endorsed by the Committee.

File: R.P.890 Recommendation #99a(Councillor Taylor)
Recommendation #99b(Councillor Taylor)
Recommendation #99c(Councillor Taylor)
Recommendation #99d(Councillor Taylor)

15. Report dated June 8, 1979 from the Commissioner of Engineering and Works regarding traffic problems on local streets in the vicinity of Mississauga Road and the Q.E.W. In his report, Mr. Taylor indicated that a number of measures have been taken to deal with southbound traffic on Mississauga Road at the Q.E.W. interchange; however, a problem remains with northbound vehicles on Mississauga Road gaining access to the Q.E.W. A public meeting was held on Thursday, May 31, 1979 to resolve this problem at which time a number of proposals were made.

In light of the proposals made at the public meeting and further discussions within the Engineering Department, Mr. Taylor recommended:-

a) That "Do Not Enter 7:00 a.m. - 8:30 a.m Monday to Friday" signs be erected on Knareswood Drive at Chochise Crescent to prohibit northbound traffic.

b) That advisory "No Through Traffic 7:00 a.m. - 8:30 a.m. Monday to Friday" signs be erected on Comanche Road at Mississauga Road for eastbound traffic.

c) That the existing "No Left-turn 7:00 a.m. to 8:30 a.m. Monday to Friday" signs for southbound traffic on Mississauga Road at Comanche Road be removed.

d) That the Traffic By-law 234-75, as amended, be so amended.

ITEM 15 CONTINUED .....

Councillor Dear advised the Committee that Councillor Marland, Ward Councillor for this area, had reviewed Mr. Taylor's recommendations and was in agreement with them. Mr. Taylor's recommendations were endorsed by the Committee.

File: 86-79 Recommendation #100a(P. Carlson)
Recommendation #100b(P. Carlson)
Recommendation #100c(P. Carlson)
Recommendation #100d(P. Carlson)

16. Report dated June 1, 1979 from the Commissioner of Engineering and Works regarding the draft Consolidated Traffic By-law. In his report, Mr. Taylor recommended that the Consolidated Traffic By-law be enacted by Council.

The Committee made the following recommendation:-

"That the Consolidated Traffic By-law, which contains a number of amendments regarding:

(a) metrification of all lineal measurements
(b) municipal off-street parking lots
(c) school bus loading zones
(d) regulations affecting pedestrians
(e) commercial vehicle loading zones
(f) taxicab stands
(g) parking on public and private lands
(h) signs authorized by the municipality

be enacted by Council."

The Committee directed that this item be dealt with by Council at its meeting on Monday June 25, 1979 and, therefore, no recommendation on this item is contained in the Committee's report to General Committee.

File: 86-79

17. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding the construction of Central Parkway West between Erindale Station Road and Burnhamthorpe Road. In his report, Mr. Taylor advised that lands for the proposed extension were acquired by the City in 1978 from Dell Holdings

ITEM 17 CONTINUED .....

Limited and Kaneff Construction on the understanding that the services including a storm sewer outlet were to be constructed in 1978. However, the road construction was deferred until 1982. Mr. Taylor, in his report, recommended that in light of the fact Dell Holdings Limited new industrial building is near completion, that the funds to complete the base course asphalt on Central Parkway West, be provided for in the 1979 Current Budget in the amount of $10,000.00 and that the balance of the work be completed in 1982 or earlier depending on development of adjacent lands.

This recommendation was endorsed by the Committee.

Files: 18-79 Recommendation #101a(Councillor Taylor)
33-79A Recommendation #101b(Councillor Taylor)

18. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding the processing for the proposed plan of subdivision, Elite Developments Limited. Mr. Taylor advised that this plan cannot proceed toward final release until such time as outlets for both services and roads have been provided to the east and west. Mr. Taylor recommended that the Developer, Rockwood Developments Limited, be responsible for the construction of Rathburn Road from their lands to the existing portion of the road and that upon completion of these works, the Developer be paid the sum of $33,075.00 from the Road Development Levy Fund. Mr. Taylor further recommended that this payment not be made before January 1, 1980.

Files:18-79 Recommendation #102a(Councillor Starr)
T-25235 Recommendation #102b(Councillor Starr)
M-56
M-60

19. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding commercial garbage pickup on the regularly scheduled Monday route. In his report, Mr. Taylor advised that Munisan Limited has agreed to re-route their vehicles so that the normal residential collection on Monday would be picked up first and that the commercial routes would be picked up commencing at 10:00 a.m. on Monday. This would allow commercial establishments to place their garbage out for collection on Monday mornings.

File: 59-79 Recommendation #103 (P. Carlson)

20. Report dated June 12, 1979 from the Commissioner of Engineering and Works regarding the proposed plan of subdivision, Ultrend Developments Limited. Mr. Taylor advised that before the Engineering Agreements can be finalized, certain conditions must be approved by Council regarding the construction of Rathburn Road from Creditview Road to the east limit of the development, the provision of underground services on Creditview Road from Burnhamthorpe Road to Rathburn Road, and a secondary access to Burnhamthorpe Road. The Committee endorsed Mr. Taylor's recommendations in this regard.

Files: OZ/64/77 Recommendation #104a (P. Carlson)
T-77066 Recommendation #104b (P. Carlson)
Recommendation #104c (P. Carlson)
Recommendation #104d (P. Carlson)

21. Summary of Unfinished Business relating to the Public Works Committee as of June 14, 1979. The summary was reviewed briefly by the Committee. A recommendation of receipt was approved by the Committee.

File: 139-79 Recommendation #105 (Councillor Taylor)

22. Mr. Taylor advised the Committee that the Ministry of the Environment had established increased standards for noise abatement features for residential developments adjacent to arterial roads. Mr. Taylor explained that he foresaw in the near future residents requesting that the City install similar abatement features in existing developments. Mr. Taylor pointed out that the City should look into this matter now in order that a policy can be established when the first enquiries are made.

Files: 45-79 Recommendation #106 (Councillor Taylor)
4-79

NOTE: Mr. Nemetz requested that it be noted in the Minutes that the Minutes of the May 25, 1979 Public Works Committee contained an error. Mr. Nemetz pointed out that Item 17 of these Minutes indicated that Mr. Carlson made the recommendation, when in fact, it was he who made the motion.

RECOMMENDATIONS: As per Report No. 6-79

ADJOURNMENT: 2:30 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE JUNE 15, 1979

REPORT NO. 7-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its seventh report and recommends:

87. That the existing yield sign at the east end of the Paisley Boulevard East oval, facing eastbound traffic, be re-located to control westbound traffic as it enters the oval, and that the consolidated Traffic By-law, as amended, be amended to implement this change.

(38-87-79) 86-79

88. That the speed limit on Mississauga Road from Kitimat Road to Erin Mills Parkway be designated as 60 km/h and that the consolidated Traffic By-law, as amended, be so amended.

(38-88-79) 86-79

89. (a) That "No Parking Anytime" signs be erected on both sides of Fifth Line West for a distance of 60 meters south of Dundas Street West and that the consolidated Traffic By-law, as amended, be so amended.

(b) That the parking of vehicles on this portion of Fifth Line West be kept under surveillance after the installation of parking signs to ensure that the problem is rectified.

(38-89-79) 86-79

90. (a) That approval be granted to the residents of Almadale Court in Ward 5, to allow the closing of Almadale Court on Saturday, July 14, 1979, from 7:00 p.m. to 1:00 a.m. for the purpose of holding a street party.

ITEM 90 CONTINUED

(b) That the residents of Almadale Court be required to obtain a road closure permit from the Engineering Department one full week prior to the date of the closing.

(c) That the residents of Almadale Court be required to provide proof of liability insurance payable to the City of Mississauga in accordance with the general policy for temporary closings of roadways for social activities.

(38-90-79) 86-79

91. (a) That approval be granted for the closing of Main Street between St. Joseph Church and Church Street, and Church Street from Main Street to St. Joseph School on Saturday, July 21, 1979, from 8:00 p.m. to 9:00 p.m. for a procession by the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville.

(b) That approval be granted for the temporary closing of Church Street between St. Joseph School and Water Street; Water Street from Church Street to Queen Street; Queen Street from Water Street to Thomas Street; Thomas Street from Queen Street to Victoria Street; Victoria Street from Thomas Street to Princess Street; Princess Street from Victoria Street to Queen Street and Queen Street from Princess Street to St. Joseph School on Sunday, July 22, 1979, from 4:00 p.m. to 6:00 p.m. for a procession by the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville.

(c) That this approval be subject to the Peel Regional Police providing escort and the Region of Peel approving the use of Queen Street.

(d) That the Portuguese Chaplaincy and Commission of Religious Feasts of Streetsville be required to obtain a road closure permit from the Engineering Department.

(38-91-79) 29-79

92. That consideration of the report dated May 22, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a request from Markborough Properties Limited for the release of securities for the construction of a grade separation on Argentia Road and the CPR railway line, be deferred until such time as Councillor K. Dear and Mr. P. Carlson have had an opportunity to review the matter with the Commissioner of Engineering and Works and meet with the residents of the area to explain fully to them the background information.

(38-92-79) M-8 to M-11
103-79

93. That traffic signals on the South Service Road at the Dixie Plaza access driveway be installed and that the full cost be borne by the owners of Dixie Plaza.

(38-93-79) 86-79

94. That the report dated May 3, 1979, from the Commissioner of Engineering and Works, regarding the City's policy of relying on contractors for storm sewer construction and reconstruction rather than using City staff, be received.

(38-94-79) 24-79
33-79

95. (a) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Registered Plan M-37, Urban Equities, be assumed by the City.

(b) That all securities be released to the Developer, Urban Equities, Registered Plan M-37.

(c) That the necessary by-law establishing the road allowances within Registered Plan M-37 as part of the municipal highway system, be enacted.

(38-95-79) M-37

96. (a) That a cash settlement from the Developer, Worland Holdings Limited, for the Argyle Apartments Development located on Part of Block A, Registered Plan E-23, (OZ-2-68) in the amount of $5,000.00 for the future clean-out of the box culvert on the Mary Fix Creek, be accepted.

ITEM 96 CONTINUED

(b) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Part of Block A, Registered Plan E-23, (OZ-2-68), be assumed.

(c) That all securities for Argyle Apartments Developments be released to the Develper, Worland Holdings Limited.

(38-96-79) OZ-2-68

97. (a) That the following intersections be included for up-grading in 1979 at a total estimated cost of $17,500.00:-

South Service Road and Alexandra Boulevard
Dundas Street and Cook Street
Dundas Street and Proudfoot Street
Dundas Street and Robinson Street
Dundas Street and Jarvis Street/Mindemoya Road

(b) That the incandescent lighting be replaced with high pressure sodium lighting on the following streets as part of the 1979 Budget at a total estimated cost of $107,500.00:-

(i) Haines Road from Dundas Street to the Queensway.
(ii) Schomberg Avenue from 140m± of Cawthra Road to Breckenridge Road.
(iii) Glencolin Court
(iv) Vermouth Avenue from Mississauga Valley Boulevard to 180m easterly.
(v) Intersection of Queen Street and Maple Avenue.
(vi) Riverspray Crescent from Bloor Street to second intersection with Runningbrook Drive.
(vii) Streamway Crescent from Riverspray Crescent to Wagondust Road.
(viii) Wagondust Road from Riverspray Crescent to Runningbrook Drive.
(ix) Burningoak Crescent from Wagondust Road to Wagondust Road.
(x) Courrier Lane from Stavebank Road to Sir Richards Road.
(xi) Oneida Crescent from Queensway to Sir Richards Road.
(xii) Pineneedle Row from Queensway West to second intersection with Sir Richards Road.
(xiii) Sir Richards Road from Oneida Crescent to the dead end.

ITEM 97 CONTINUED

(xiv) Melton Drive from Cawthra Road to 50m± west of Kilgore Court.
(xv) Melton Drive from Sidney Drive to easterly boundary of St. Edmunds School property.
(xvi) Sidney Drive from Melton Drive to Kendall Road.

(38-97-79) 27-79

98. That the Developer of proposed plan of subdivision, T-76031, Ursini Developments Limited be permitted to use the existing storm sewer system for its proposed residential development on Turney Drive provided that the Developer agrees to reconstruct the existing section of the corrugated metal pipe sewer at Mullet Creek at its cost; and further, that the Developer agree to pay the total drainage levy applicable.

(38-98-79) T-76031

99. (a) That the cash settlement from the Developer, Indiatlantic Enterprises Limited, for Registered Plan 890, in the amount of $500.00 in lieu of undertaking minor asphalt repairs, be accepted.

(b) That the municipal works as provided for and maintained under the terms of the Engineering Agreement for Registered Plan 890, be assumed by the City.

(c) That all securities be released to the Developer, Indialantic Enterprises Limited.

(d) That a by-law establishing the road allowance within Registered Plan 890 as a public highway and part of the municipal highway system, be enacted.

(38-99-79) R.P. 890

100. (a) That "Do Not Enter 7:00 a.m. - 8:30 a.m. Monday to Friday" signs be erected on Knareswood Drive at Cochise Crescent to prohibit northbound traffic.

(b) That advisory "No Through Traffic 7:00 a.m. - 8:30 a.m. Monday to Friday" signs be erected on Comanche Road at Mississauga Road for eastbound traffic.

ITEM 100 CONTINUED

(c) That the existing "No Left-turn 7:00 a.m. - 8:30 a.m. Monday to Friday" signs for southbound traffic on Mississauga Road at Comanche Road be removed.

(d) That the Consolidated Traffic By-law, as amended, be so amended.

(38-100-79) 86-79

101. (a) That Central Parkway West between Erindale Station Road and Burnhamthorpe Road West, be paved with base course asphalt in 1979 for a distance of approximately 500 feet at an estimated cost of $10,000.00 and that funds be provided from the Current Budget Road Re-Surfacing Account.

(b) That Dell Holdings Limited be advised that the final course of asphalt, including curbs, along the extension of Central Parkway West to Burnhamthorpe Road will not be completed until 1982, or earlier, depending upon adjacent development and development of lands to the north, and the availability of funds therefor.

(38-101-79) 18-79
33-79A

102. (a) That Rockwood Developments Limited be paid $33,075.00 from the Road Development Levy Account, upon completion of Rathburn Road to the satisfaction of the Commissioner of Engineering and Works, from the lands of Elite Subdivision to the existing Rathburn Road at the west limit of the Rockwood Developments Limited plan of subdivision.

(b) That this money not be paid to Rockwood Developments Limited until after January 1, 1980, or after the Commissioner of Engineering and Works has approved the completion of Rathburn Road as above noted, whichever is the latest.

(38-102-79) 18-79
T-25235
M-56
M-60

103. That the Monday commercial garbage pickup commence at 10:00 a.m. commencing July 1st, 1979, and that the commercial establishments which now have Monday pickups be notified accordingly by the Information and Public Relations Department.

(38-103-79) 59-79

104. (a) That the Developer of proposed plan of subdivision, T-77066, Ultrend Developments be required to construct Rathburn Road from Creditview Road to the east limit of its proposed plan of subdivision, at its expense.

(b) That Ultrend Developments be credited with $75,000.00 from the Road Development Levy Account after January 1st, 1980, or after the Commissioner of Engineering and Works has approved the road construction, whichever is the latest.

(c) That the Ultrend Developments subdivision agreement indicate that the City will construct Creditview Road from Burnhamthorpe Road to Rathburn Road with completion in the Fall of 1980; and that Ultrend Developments be responsible in 1979 and 1980 - prior to the road construction to install services (sanitary, storm and water) at their expense.

(d) That the City pay for the oversizing of the storm sewer with funds to be provided from the new Creditview Road Construction account.

(e) That Ultrend Developments be required to provide a secondary access from Shagbark Crescent to Burnhamthorpe Road and that this access be constructed to a residential standard (28 foot curb and gutter) because the uncertainty of future development of the lands to the east requires a second permanent access at this time.

(38-104-79) OZ-64-77
T-77066

105. That the Summary of Unfinished Business dated June 13, 1979, relating to the Public Works Committee, be received.

(38-105-79) 139-79

106. That Mr. W.P. Taylor, Commissioner of Engineering and Works, be directed to prepare a report dealing with noise abatement problems on arterial roads for existing developments in light of the increased standards required by the Ministry of the Environment for new developments.

(38-106-79) 45-79
4-79

[redacted]

City of Mississauga

MEMORANDUM

To: Mayor and Members of Council
All Members of the Public Works Committee
All Department Heads

From: Ronald C. Lathan

Dept.: Clerk's

May 9, 1979

Re: File No. 139-79
Public Works Committee

The Public Works meeting scheduled to be held on May 18, 1979 has been re-scheduled to May 25, 1979 to commence at 2:00 p.m.

This meeting has been re-scheduled so that any members that wish to get away early on the long week-end may do so.

Ronald C. Lathan
Administrative Supervisor

RCL/lmh

FORM 145

City of Mississauga

MEMORANDUM

To Mr. J. Murray — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

June 26th, 1979

RE: File 139-79 - Public Works Committee
(May 25, 1979, Report No. 5-79)

Council, at its meeting held on June 25th, 1979, adopted the report of the Public Works Committee meeting held on May 25th, 1979, with the exception of Item 83 and 85 (b) which were amended to read as follows:

83. "That the following recommendation of the Public Works Committee meeting held on May 25, 1979, be referred to the June 20, 1979, General Committee Meeting:

"(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of proposed plans of subdivision T-79009 and T-77049.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road."

85. "(b) That the construction of a sidewalk on Blanefield Road (east side), be included in the 1979 Capital Works Program and that the funds for this sidewalk in the amount of $30,000.00 be reallocated from the Cooksville Creek Project (Liverton Site)."

JJL/lw

Joan

THE CORPORATION OF THE CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

A G E N D A

Friday, May 25, 1979 at 2:00 p.m.

COMMITTEE ROOM "A"

Members: Councillor K. Dear, Chairman
Councillor L. Taylor
Councillor R. Starr
Councillor F. Hooper
Councillor S. Mahoney
Mr. R. B. Martin
Mr. P. Carlson - Vice-Chairman
Mr. B. Belford
Mr. F. J. Dale
Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: May 18, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 25, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	29-79	Parades (Cadet Organization Police School)
2.	103-79 51-79 PN 78128	Grade Separations Road Openings
3.	86-79	Traffic By-law (Fire Route at City Hall)
4.	86-79 6-79	Traffic By-law (Tomken Road & Runningbrook Drive) Complaints
5.	86-79	Traffic By-law (Fire Access Routes)
6.	86-79	Traffic By-law (All way stop signs at Lorne Park Road & Truscott Drive)
7.	18-79	Roads (Una and Vey Roads)
8.	86-79	Traffic By-law(Permit Parking in various areas of the City of Mississauga)
9.	OZ/50/76	McDonald's Restaurant (Hurontario St. and south of the Queen Elizabeth Way)
10.	R.P. M-18	Assumption of the Municipal Works located north of Brandon Gate Drive and West of the 8th Line East in Ward 5
11.	86-79	Traffic By-law (Parking and Speed limit on Thomas Street)
12.	24-79 33-79	Works Dept.(Loss and Cost of Small Tools) Budget
13.	59-79	Garbage (Recycling Depot at Westwood Mall)
14.	59-79	Garbage (By-law 244-75 and By-law 23-79)
15.	102-79 126-79 49-79	Walkways (Douglas Drive) By-law & Licensing Petitions
16.	52-79 T-76036 T-77017	Sidewalks Thompson Estates Subdivision Mississauga Golf Club Estates

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 25, 1979

ITEM #	FILE #	SUBJECT MATTER
17.	47-79 103-79	C.N.R. Grade Separations
18.	M-56 - M-60	Burnhamthorpe Road East between Ponytrail Drive & Fieldgate Dr.
19.	82-78	Canada Brick McFarren Brick
20.	7-79 43-79	Clerk's General (Trans-Northern Pipe- Ontario Hydro line)
21.	35-79 18-79	Region of Peel Roads
22.	T-79009 T-77049	Heldar Holdings (Meadows Blvd. to 403 Dunbourne Holdings east side of Wilcox)
23.	T-24063 T-24659 T-76028 T-24065 T-25240 T-76027 52-79	Deletion of Sidewalks in a development comprising of six individual draft plans located in the north-east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River
24.	53-79	1979 Sidewalk Program
25.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE — MAY 25, 1979

MATTERS FOR CONSIDERATION:

1. Report dated May 1, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a request from the Cadet Organization Police School to hold a parade on Lakeshore Road from Shaw Drive to the Credit River on Wednesday evening, June 20, 1979. In his report, Mr. Taylor recommends:

   That permission be granted for the holding of the Police Cadet parade, conditional upon the following:

   (a) the applicant completing the necessary road closure permit;

   (b) the applicant make all necessary arrangements with Peel Regional Police for point duty officers;

   (c) the applicant satisfy Mississauga Transit with respect to bus schedules.

   File: 29-79

   RECOMMEND ADOPTION

2. Report dated April 20, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the extension of Central Parkway East from Rathburn Road to Eglinton Avenue and the grade separation proposal for Central Parkway at Highway 403. Mr. Taylor advises that the Ministry of Transportation and Communications has requested that the municipality agree to assume the responsibility of 100% of the cost to the municipality of the grade separation at the Central Parkway East Extension and Highway #403 site. The total estimated cost of the work is $2,500,000. of which the municipality's share is $800,000. This capital expenditure is included in the 1981 capital budget. In his report, Mr. Taylor recommends:

   (a) That the Ministry of Transportation and Communications be authorized to proceed with the detailed design of the structure at Central Parkway East - Highway #403, to facilitate a Grade Separation of the site,

   (b) That the Cost Sharing Legal Agreement indicate that the City's share of the Grade Separation, estimated at $800,000. excluding Engineering, be billed in the approved capital budget year for 1981.

   File: 103-79, PN 78128,
   51-79

   RECOMMEND ADOPTION

3. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposed amendment to the Traffic By-law to implement a fire access route at City Hall. In his report, Mr. Taylor recommends that a by-law amending Traffic By-law #234-75, as amended, be enacted to implement a designated fire route at City Hall.

File: 86-79

RECOMMEND ADOPTION

4. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a complaint from Mr. J. H. Hamill of 3447 Pinesmoke Cres. with respect to the traffic situation at Tomken Road and Runningbrook Drive. In his report, Mr. Taylor recommends:

(a) That no additional traffic control measures be implemented at the intersection of Runningbrook Drive and Tomken Road at this time.

(b) That the posted speed limit of 40 km/h be raised to 50 km/h on Tomken Road between Bloor Street and Runningbrook Drive and that the necessary by-law to amend Traffic By-law #234-75, as amended, be enacted to implement this change.

File: 86-79
6-79

RECOMMEND ADOPTION

5. Report dated May 9, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposed amendment to the Traffic By-law to implement fire access routes at the following locations: 5875 Airport Road, 7340 Copenhagen Road and 3233 Brandon Gate Drive. In his report, Mr. Taylor recommends:

(a) That a by-law to amend Traffic By-law No. 234-75, as amended, be enacted by Council to implement fire access routes at 5875 Airport Road, 7340 Copenhagen Road and 3233 Brandon Gate Drive.

(b) That the agreement forms accompanying the by-law revision be executed by the Mayor and Clerk.

File: 86-79

RECOMMEND ADOPTION

6. Report dated March 29, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the need for all-way stops at Truscott Drive and Lorne Park Road. This report was originally considered by the Public Works Committee at its meeting held on April 5, 1979. The Committee agreed to defer further consideration of this item until such time as the Ward Councillor, Margaret Marland, had an opportunity to review the report with the Engineering Department. Councillor Marland has now advised that she has no objection to the Committee considering this report at this meeting.

Mr. Taylor indicates in his report that an all-way stop would not improve traffic operations or safety, but on a volume basis the warrants for the installation of all-way stop signs are, in fact, satisfied.

In his report, Mr. Taylor recommends that the report dated March 29, 1979 regarding all-way stop signs at Lorne Park Road and Truscott Drive from the Commissioner of Engineering and Works, be received.

File: 86-79

RECOMMEND ADOPTION

7. Report dated February 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the removal of barricades on Una and Vey Roads. This report was originally considered by the Public Works Committee at its meeting held on April 5, 1979. The Committee agreed to defer further consideration of this item until such time as the Ward Councillor, Margaret Marland, had an opportunity to review the report with the Engineering Department. Councillor Marland has now advised that she has no objection to the Committee considering this report at this meeting.

In his report, Mr. Taylor recommends that Una Road and Vey Road remain open to vehicular traffic.

File: 18-79

RECOMMEND ADOPTION

8. Report dated May 11, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works and Mr. R. G. B. Edmunds, Commissioner of Planning regarding the utilization of permit parking in various areas of the City of Mississauga where there is a heavy demand for on-street parking facilities. In their report, Messrs. Taylor and Edmunds recommend:

a) That a programme of on-street permit parking not be implemented in the City of Mississauga.

b) That areas with reported parking shortages be reviewed on an individual basis with consideration being given to solving the particular problem in one or a combination of the following ways:

(i) provide more parking on the site if feasible

(ii) utilize nearby alternative sites for parking such as shopping centres or school sites

(iii) rescind the 3 hour parking limitation on nearby streets to allow long term parking

c) That the 3 hour parking time limit be rescinded at all times on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane.

d) That "No Parking Anytime" be implemented on the east side of Glen Erin Drive from Aquitaine Avenue to Derry Road and on the west side of Glen Erin Drive from Aquitaine Avenue to Gananoque Drive.

e) That "No Parking 8:00 a.m. to 6:00 p.m., Monday to Friday" be implemented on the west side of Glen Erin Drive from Gananoque Drive to Derry Road.

f) That the 3 hour parking limitation be rescinded between the hours of 6:00 p.m. and 8:00 a.m., Monday to Friday and all day Saturday and Sunday on the west side of Glen Erin Drive between Gananoque Drive and Derry Road to allow unlimited parking during those hours.

File: 86-79

RECOMMEND ADOPTION

9. Report dated April 30, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposal to construct a left-turn lane on Hurontario Street, south of the Queen Elizabeth Way in front of McDonald's Drive-In Restaurant. In his report, Mr. Taylor recommends that a meeting be held with representatives of McDonald's, the Engineering and Works Department, and the Planning Department, to discuss improvements on Highway 10 by constructing a left-turn lane,

9. (cont'd)

and also that consideration be given to implementing further improvements by McDonald's acquiring an alternate access from the South Service Road to their property.

File: OZ/50/76

RECOMMEND ADOPTION

10. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the assumption of the Municipal Works for Registered Plan M-18, located north of Brandon Gate Drive and west of the 8th Line East in Ward 5. In his report, Mr. Taylor recommends:

(a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan M-18.

(b) That the City release all securities to the Developers, Pearlmac Holdings Limited and Tortown Construction Limited.

(c) That a by-law establishing the road allowance in Registered Plan M-18 as a public highway and part of the municipal highway system of the City of Mississauga, be enacted.

File: M-18

RECOMMEND ADOPTION

11. Report dated May 3, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding an amendment to the Traffic By-law to regulate parking and maximum rate of speed on Thomas Street which has recently been transferred from the Region of Peel to the City of Mississauga. In his report, Mr. Taylor recommends that a by-law amending Traffic By-law No. 234-75, as amended, be enacted to implement the "No Parking" and the maximum amount of speed regulations for Thomas Street.

File: 86-79

RECOMMEND ADOPTION

15. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the re-servicing of a walkway on Douglas Drive between Oakhill Road and Pinetree Way and the relocation of a fence on both sides of the walkway in an attempt to eliminate vandalism and trespassing on adjacent properties. Mr. Taylor indicates, in his report, that he has received a request from the adjacent residents to the walkway for the installation of the chain link fence and a petition from certain residents in the surrounding area requesting that no fence be constructed. In his report, Mr. Taylor recommends:

(a) That the Engineering Department be instructed to complete the construction of the walkway, ten feet in width, the hot-mix paving of the walkway and the installation of a 42 inch chain link fence bordering both sides of the walkway as soon as possible.

(b) That the walkway be constructed approximately along the centreline of Douglas Drive.

(c) That all the people who signed the petition be notified by the Clerk's Department of Council's decision on this matter.

File: 102-79
49-79
126-79

RECOMMEND ADOPTION

16. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the construction of sidewalks in the Thompson Estates subdivision and the Mississauga Golf Club Associates Development on the North Service Road at the intersection of Mississauga Road. In his report, Mr. Taylor advises that though the terms of the Consolidated Report for both subdivisions required sidewalks on both sides of all the streets, the developer has requested that sidewalks be deleted in order to preserve as many trees as possible in the Thompson Estates subdivision. Mr. Taylor recommends:

(a) That the requirement that sidewalks be constructed on both sides of all streets in the Thompson Estates Subdivision, T-76036 and Mississauga Golf Club Estates, T-77017 with a 66 ft. road allowance, be deleted.

16. (cont'd)

(b) That there be a requirement that sidewalks be constructed on one side of the following streets:

- Fleet Street
- Geran Crescent
- Beaverbrook Way
- Mississauga Road for the frontage of the proposed Mississauga Golf Club Estates, Plan of Subdivision T-77017.

File: 52-79
T-76036
T-77017

RECOMMEND ADOPTION

17. Report dated April 12, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the proposed grade separation at Goreway Drive and the C.N.R. in Ward 5. This report was previously considered by the Public Works Committee on April 20, 1979 at which time the following recommendation was made:

"That the report dated April 12, 1979, from Mr. W. P. Taylor, Commissioner of Engineering and Works, with regard to the inclusion of $10,000. in the 1980 Current Budget to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R., be received."

Council, at its meeting held on May 14, 1979 at the request of Councillor McKechnie,referred this matter back to the Public Works Committee for further consideration.

File: 47-79
103-79

DIRECTION REQUIRED

18. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding private use of municipal lands north of Burnhamthorpe Road East between Fieldgate Drive and Ponytrail Drive. Mr. Taylor advises that in 1975 as a condition of registration of Registered Plans M-56 and M-58, a 40' wide strip of land was deeded to the municipality adjacent to the north side of Burnhamthorpe Road. A sidewalk was subsequently installed in the fall of 1978, 3' to the south of the southern limit of the lots in question. Since the construction of the sidewalk, a number of residents backing on to the municipally owned land, have requested that

18. (cont'd)

the sidewalk be relocated and that permission be granted to them to use and maintain the municipal lands. In his report Mr. Taylor recommends:

(a) That the residents of Registered Plans M-56 and M-58, abutting the forty foot wide strip of municipal lands along Burnhamthorpe Road East between Ponytrail Drive and Fieldgate Drive, be permitted to use and maintain these municipal lands under the term of the License, drafted on March 22, 1979, once it is executed and registered on the title of their lots.

(b) That the Engineering and Legal Department complete these licenses in respect to lot owner names, dates, costs, and legal land descriptions such that the lot owners may execute these Licenses.

(c) That an asphalt walkway be constructed along Burnhamthorpe Road between Ponytrail Drive and Fieldgate Drive in 1979.

(d) That the Mayor and Clerk be authorized to execute the required License after the License has been executed by the concerned property owners once an alternative walkway has been constructed, south of the lands in question from Ponytrail Drive to Fieldgate Drive on the north side of Burnhamthorpe Rd.

File: M-56 - M-60

RECOMMEND ADOPTION

19. Report dated May 17, 1979 from Mr. W. P. Taylor, Commissioner regarding a proposal to permit direct access from Canada Brick and McFarren Brick to Erin Mills Parkway. In his report, Mr. Taylor advises that adequate provision has been made in the design for the widening of Erin Mills Parkway from Eglinton Avenue to Britannia Road to provide a left turn for southbound traffic at Thomas Street and a right-turn lane for northbound traffic at Britannia Road. Mr. Taylor, in his report, recommends that no further consideration be given to the provision of direct access to Erin Mills Parkway from either the Canada Brick site or the McFarren Brick site as adequate provision has been made in the design for the widening of Erin Mills Parkway to provide a left-turn lane for southbound traffic at Thomas Street and a right-turn lane for northbound traffic at Britannia Road.

File: 82-78

RECOMMEND ADOPTION

20. Report dated May 16 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a request from Trans-Northern Pipeline Company for approval of a proposed pipeline installation from Oakville to the Clarkson junction, located east of Southdown Road and north of Lakeshore Road in Ward 2. In his report, Mr. Taylor advises that this pipeline installation is located within the Ontario Hydro right-of-way. Mr. Taylor recommends that the installation of a pipeline from Oakville to the Clarkson junction located east of Southdown Road and north of Lakeshore Road to be situated within the Ontario Hydro right-of-way be approved subject to the following:

(a) Standard road cut permits are obtained from the City.

(b) Suitable arrangements are made with the City with respect to working hours, etc., in the area of Southdown Road.

(c) Suitable arrangements are made with the City with respect to the crossing of Sheridan Creek.

File: 7-79
43-79

RECOMMEND ADOPTION

21. Report dated May 17, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the assumption by the Region of Erin Mills Parkway from Britannia Road to Highway 401 as a Regional Road and the deletion of Thomas Street from Queen Street to Erin Mills Parkway by the Region and its return to the City of Mississauga. In his report, Mr. Taylor recommends:

(a) That Mississauga Road and Springbank Road from Erin Mills Parkway to North Sheridan Way be reverted to the City of Missisauga effective January 1, 1980 and that the necessary by-laws be presented to Council and that the Region of Peel be so advised.

(b) That the Council of the City of Mississauga request the Council of The Regional Municipality of Peel to include the reconstruction and widening of Erin Mills Parkway from Britannia Road to Highway 401 in the Region's 1980 Capital Budget.

File: 35-79
18-79

RECOMMEND ADOPTION

22. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the reconstruction of parts of Wilcox Road and Meadows Boulevard as part of the Engineering Department's conditions for two proposed draft plans of subdivision, Heldar Holdings, T-79009 and Dunbourne Holdings, T-77049, west of Wilcox Road and north of Meadows Boulevard in Ward 4. In his report, Mr. Taylor recommends:

(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of the plan of subdivision.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road.

File: T-79009
T-77049

RECOMMEND ADOPTION

23. Report dated May 18, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the proposed deletion of sidewalks in a development comprising of six individual draft plans located in the north-east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River. The Commissioner of Recreation and Parks has indicated that he has no objection to the following recommendations made by Mr. Taylor in his report:

(a) That sidewalks be required on the following streets only in the proposed plans of subdivision under files T-24063, T-24659, T-76028, T-24065, T-25240 and T-76027 located in the north east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River.

(i) Promontory Drive - both sides - from the south limit of the plan of Bridlepath Trail.

(ii) Bridlepath Trail on the north, west and south sides

(iii) On the east side of Mississauga Road from Old Burnhamthorpe Road to the north limit of the plan.

23. (cont'd)

(b) That the requirement for the walkway on Block "E" be retained but that the walkway not be constructed until such time as the location of the walkway linkage on the west side of Mississauga Road has been determined.

(c) That Building Permits be issued for houses on both sides of Block "E" prior to the walkway being constructed.

File: T-24063
T-24659
T-76028
T-24065
T-25240
T-76027

RECOMMEND ADOPTION

24. It is anticipated that a report from Mr. W. P. Taylor will be available regarding the 1979 Sidewalk Program.

File: 53-79

DIRECTION REQUIRED

25. Report dated May 18, 1979 regarding the Summary of Unfinished Business relating to the Public Works Committee.

File: 139-79

RECOMMEND RECEIPT

FILE REF: 11 141 00039
13 211 78223

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

From: William P. Taylor, P. Eng., Commissioner
Engineering and Works

May 1, 1979

LADIES & GENTLEMEN:

SUBJECT: Request to hold parade on Lakeshore Road.

ORIGIN: Major R. Burton, Commanding Officer of the Cadet Organization Police School.

COMMENTS: Major Burton is once again planning to hold a Police Cadet parade. He is proposing to hold the event on Wednesday June 20, 1979 commencing at 7:00 p.m. There shall be approximately 100 marchers plus floats and representatives from the police and fire departments. They shall proceed westbound on Lakeshore Road from the Lakeshore Plaza to Memorial Park just west of Stavebank Road (see attached map). The estimated duration of the march is approximately thirty minutes.

RECOMMENDATION: That permission be granted for the holding of the Police Cadet parade conditional upon the following:

a) the applicant completing the necessary road closure permit;

b) the applicant make all necessary arrangements with Peel Regional Police for point duty officers;

c) the applicant satisfy Mississauga Transit with respect to bus schedules.

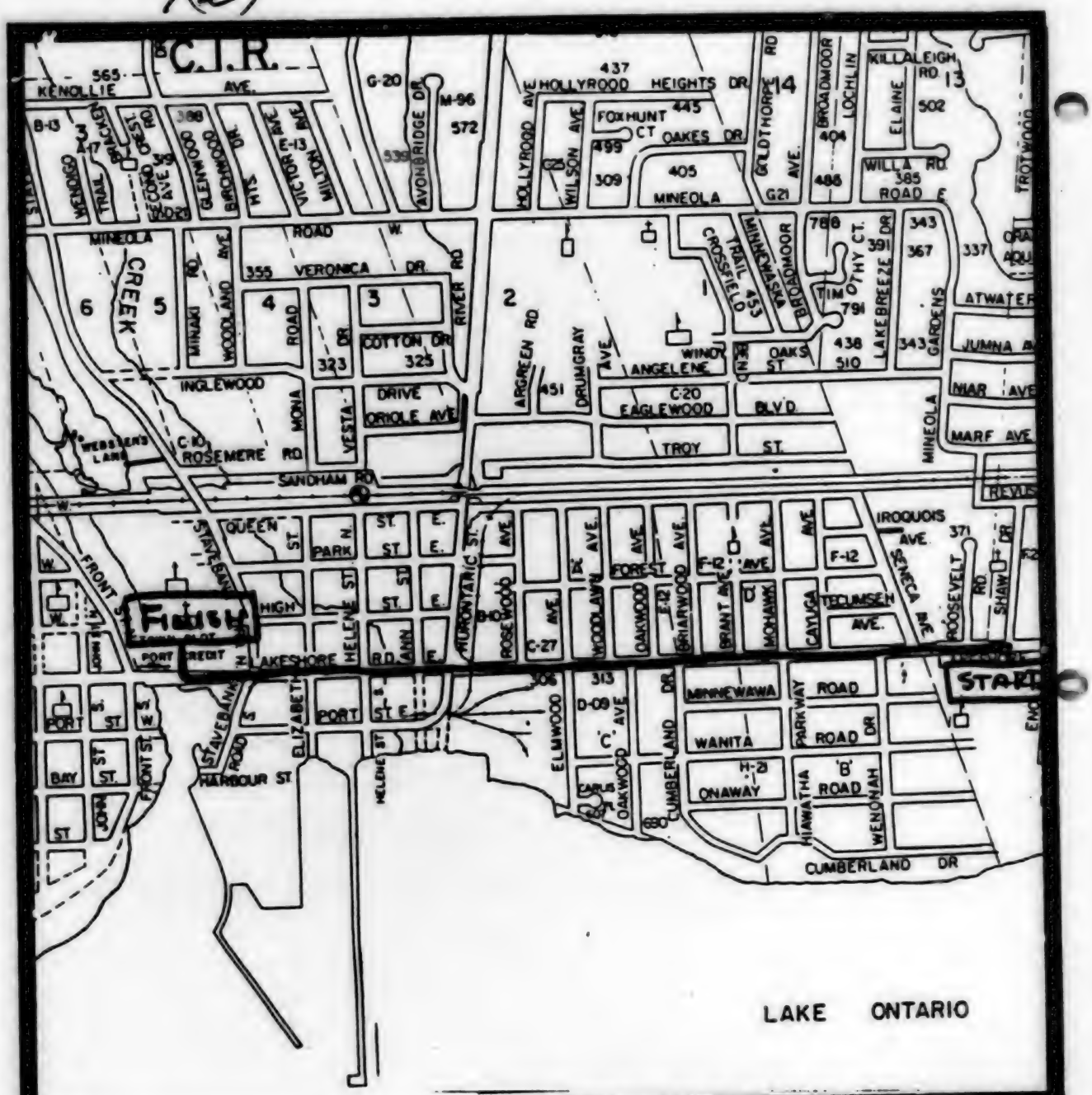
William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners
Superintendent Snider
Superintendent Snarr
Major R. Burton

RECEIVED
REGISTRY No. 4662
DATE MAY 4 1979
FILE No. 29-79
CLERK'S DEPARTMENT

1(a)



CITY OF MISSISSAUGA
Engineering Department
Traffic Section

POLICE CADET PARADE ROUTE

City of Mississauga

MEMORANDUM

Files: 17 111 78128
11 141 00039

Chairman and Members — From: William P. Taylor

Public Works Committee — Dept: Engineering and Works

April 20, 1979

SUBJECT: Central Parkway East Extension from Rathburn Road to Eglinton Avenue and the Grade Separation Proposal at Highway #403.

ORIGIN: 1) 5 year Capital Budget
2) Request from M.T.C. for a Council Resolution

COMMENTS: The Ministry of Transportation and Communication has requested a Council Resolution agreeing to assume 100% of the cost of the Grade Separation at the Central Parkway East Extention - Highway #403 site.

Central Parkway East Extension from Rathburn Road to Highway #403, including the underpass construction, has been scheduled for 1981 in the approved five year Capital Budget. (Page No. 515).

The completion of the Central Parkway East roadway link from Highway #403 to Eglinton Avenue, required in conjunction with the development of the City Core and Meadows North Community, has been scheduled for 1982 in the Capital Budget. (Page No. 504)

A city submission is being made to the M.T.C., specifically to the Minister, Hon. James Snow, for main thoroughfare designation of Central Parkway East from Rathburn Road to Eglinton Avenue. Approval of the designation will assure the entire project, including the grade separation, to become eligible for M.T.C. subsidy consideration.

The Planning and Design Section of the M.T.C. are in a position to proceed with the detail design of the structure for this Grade Separation. Its construction will be carried out as part of the Ministry's Contract - W.P. 127-66-01, scheduled for implementation in 1980 and funded by the City based on the cost sharing agreement being prepared for Council's review.

The City's cost of the Grade Separation, preliminary estimated at $ 800,000.00, is to be partially provided through Developer's Agreements and M.T.C. subsidy considerations.

2....

2(a)

RECOMMENDATIONS: 1) That the Ministry of Transportation and Communication be authorized to proceed with the detail design of the structure at Central Parkway East - Highway #403, to facilitate a Grade Separation of the site:

2) That the Cost Sharing Legal Agreement indicate that the City's share of the Grade Separation, estimated at $800,000.00, excluding Engineering, be billed in the approved budget year - 1981.

William P. Taylor
Engineering and Works

BES:kw
cc: City Manager
All Commissioners

FILE REF: 11 141 00039
13 211 00217

3

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

William P. Taylor, P. Eng., Commissioner
Engineering and Works

May 2, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire access route by-law - City Hall.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law #234-75, as amended, by adding to Schedule XVIII, a listing under Designated Fire Routes.

It has been determined that a fire route is required in the driveway access to City Hall.

This By-Law revision requires execution by the Mayor and Clerk.

RECOMMENDATION: That the attached draft By-Law amending Traffic By-Law #234-75, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 4734
DATE MAY 8 1979
FILE No. 8679
CLERK'S DEPARTMENT

4

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00020

To: Chairman and Members of the Public Works Committee, City of Mississauga

From: William P. Taylor, P. Eng., Commissioner

Dept: Engineering and Works

May 15, 1979

LADIES & GENTLEMEN:

SUBJECT: Complaint by area resident regarding traffic situation at Tomken Road and Runningbrook Drive.

ORIGIN: Mr. J.H. Hammill, P. Eng. through Councillor Bean.

COMMENTS: This office has carried out an extensive review of the above intersection and the adjacent portion of Tomken Road.

As indicated in the attached letter of reply to Councillor Bean, our latest counts indicate there still is no traffic signal warrant at this location and to implement such measures at this time may bring about an increase to the number of collisions currently being experienced (4 per year average). We have reviewed the nature of each collision and cannot establish a relationship to any sight problem at this location.

We do however, concur with Mr. Hammill's concern with respect to speeding vehicles. Our studies indicate almost total disobedience of the posted limit which is 40 km/h. It is the opinion of this department that this is directly the result of an attempt to impose an unreasonable limitation on the motorist.

Research into this area reveals that in many instances where the speed limit is raised to a more acceptable level, the 85%ile speed limit and the average speed limit will drop.

RECOMMENDATIONS:

1) That no additional traffic control measures be implemented at the intersection of Runningbrook Drive and Tomken Road at this time.

RECEIVED
REGISTRY No. 5029
DATE MAY 15 1979
FILE No. 86-79
6-79
CLERK'S DEPARTMENT

continued ...

City of Mississauga

MEMORANDUM

FILE REF: 13 211 00020

4(c)

To Councillor F. Bean

From William P. Taylor, P. Eng., Commissioner

Dept. Ward 3

Dept. Engineering and Works

April 2, 1979

Re: Intersection of Runningbrook Drive
And Tomken Road

We have now completed an analysis of this intersection and the area in general. The result of the traffic signal study indicates there is still no warrant and we do not foresee a warrant being met for the next two to five years at this location.

A review of past collisions experienced at this location indicates an average of four per year with a high of five in 1975 and a low of three in 1977. To date in 1979, there has been one collision. This is the collision which Mr. Hammill makes reference to in his letter and in our opinion would not have been prevented if traffic signals were present at this location. We would further point out that we do not feel the large trees on the southeast corner were a contributing factor in any of the collisions that occurred here with the possible exception of one in 1975. It is the opinion of this office that the number of collisions occurring at this location is not high and is comparable to many other locations within this City.

Although Mr. Hammill does not suggest what form "better traffic control" should take, we feel the only possible form that could take place here is as previously mentioned, traffic signals. It should be pointed out that the installation of traffic signals will not guarantee a reduction in collisions and may in fact increase the collision rate. This is frequently the case where the average collision rate is less than eight per year.

As you are probably aware, Tomken Road is posted 40 km/h south of Runningbrook Drive to Homeric Drive and despite periodic police surveillance, there is continually over 97% disobedience of the posted limit. From our findings, it is abundantly clear that public attitude towards this speed limit zone is one of total disrespect. It is generally accepted by traffic authorities that a motorist assumes a travel speed in accordance with conditions on the road and not necessarily the posted speed limit. Therefore, should the motorist observe what he considers an unreasonably low speed limit, he will ignore it. This principle applies to any other traffic control device where the motorist considers it unreasonable (i.e. all-way stops). The problem is compounded in this City largely due to the lack of a regular radar enforcement program.

continued ...

4(2)

Tomken Road between Bloor Street and Burnhamthorpe Road is a four lane minor arterial roadway with reverse frontages and limited access. There are sidewalks on both sides with wide boulevards and traffic control signals at Bloor Street and Tomken Road. We consider 40 km/h signs unreasonable and unnecessary in this section. We further recognize that although there is a school in this area, it is a high school with a good percentage driving to and from school. The remainder who walk can conveniently use the traffic lights to cross the street in safety. We therefore suggest that the speed limit be raised to 50 km/h. I believe you will find that as the posted speed approaches a more realistic limit, the 85%ile speed will drop.

We would not suggest any change to the posted speed of 40 km/h between Dundas Street and Bloor Street. We are preparing a report for consideration at the Public Works Committee on April 17, 1979, recommending that the speed limit be increased from 40 km/h to 50 km/h between Bloor Street and Runningbrook Drive.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk

c.c. E.M. Halliday
Mr. Hammill

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00217 5

Chairman and Members of the
Public Works Committee
City of Mississauga

From: William P. Taylor, P. Eng., Commissioner

Dept: Engineering and Works

May 9, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire Access Route By-Law.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law #234-75, as amended by adding to Schedule XVIII, a number of listings under Designated Fire Routes.

These amendments are as a result of applications which have been received for the designation of Fire Access Routes on private property and as a result of a revision to a previous by-law submission.

Accompanying this by-law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECOMMENDATIONS:

1) That the attached draft by-law amending Traffic By-Law #234-75, as amended, be approved.

2) That the Agreement Forms accompanying this by-law revision as contained herein, be executed by the Mayor and Clerk.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 5179
DATE MAY 17 1979
FILE No. 86-79
CLERK'S DEPARTMENT

6.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00010

To: Chairman and Members
Public Works Committee

From: William P. Taylor, P.Eng., Commissioner
Dept: Engineering and Works

Request No. 97-79
File No. 86-79

March 29, 1979

LADIES & GENTLEMEN :

SUBJECT : Request for an all-way stop at Truscott Drive and Lorne Park Road.

SOURCE : Letter from Mrs. I. Cumberland to Mayor H. McCallion dated March 3, 1979.

COMMENTS : The Engineering Department reviewed a request for an all-way stop at Lorne Park Road and Truscott Drive in July, 1978. Accident records were reviewed and there were no traffic related problems to justify the installation of an all-way stop at that time.

The Credit Woodlands Pilot Project report recently submitted to Council through the Public Works Committee suggested criteria for the installation of all-way stop signs.

Considering this intersection on a volume basis, these criteria for the installation of all-way stop signs are satisfied. Accident statistics are not a major factor and are similar to other locations in the area where two collector roads intersect. This intersection is well marked, visibility is good and it operates well. From a traffic standpoint, an all-way stop would not improve traffic operations or safety.

If Council desires to implement an all-way stop it would not be detrimental to traffic operations and this department has no objection. A draft by-law to effect an all-way stop on Lorne Park Road and Truscott Drive is attached should Council decide to implement same.

continued ...

6(a)

SUBJECT : Request for an all-way stop at Truscott Drive and Lorne Park Road.

RECOMMENDATIONS :

1) That the report dated March 29, 1979, regarding an all-way stop at Lorne Park Road and Truscott Drive from the Commissioner of Engineering and Works Department, be received.

2) That if Council wishes to implement an all-way stop at this location, the attached draft by-law amending By-Law No. 234-75, as amended, be approved.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

:jb

REGISTRY No. 2449
DATE MAR 8 1979
FILE No. 86.79
CLERK'S DEPARTMENT

1407 Crescent Road,
Mississauga, Ont. L5H 1P5
March 3, 1979

RECEIVED
MAR 7
MAYOR'S OFFICE

Mrs. Hazel McCallion, Mayor,
1 City Centre Dr., Mississauga, Ont.

Dear Mayor McCallion,

For some time now, Lorne Park Road between Indian Road and the curve at Birchwood Road has been used as a racetrack by numerous speeding cars, endangering the many children from both lorne Park Public School and Lorne Park Secondary School who use this road several times a day.

May I suggest that the Mississauga Roads Dept. be asked to make the corner of Lorne Park Road and Truscott Avenue a three-way stop street? This would protect the many students who cross at this intersection, it would make turns for cars there easier and safer and it might, hopefully, slow down the many speeders on Lorne Park Road.

Thank you for your kind attention.

Sincerely

Inge Cumberland

(Mrs. I. Cumberland)

copies to Mrs. Marland, The Mississauga Times and the Mississauga News.

REFERRED TO
W.TAYLOR #97-79)
(REQUEST FOR REPORT

4.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00011

Chairman and Members, Public Works Committee

From: William P. Taylor, P.Eng., Commissioner
Engineering and Works

February 26, 1979

LADIES & GENTLEMEN :

SUBJECT : Removal of barricades on Una Road and Vey Road.

SOURCE : Engineering and Works Department.

COMMENTS : In July 1978 this department reported to Council outlining the results of traffic surveys conducted in the Park Royal area as a result of the removal of the barricades on Una Road and Vey Road.

The conclusion at that time was that the traffic volumes were in the range of those predicted by this department for Una Road and Vey Road, and that there was no significant cut-through traffic generated from outside of the study area.

At that time we reported that a follow up study would be performed and a report forwarded to Council in February, 1979.

The attached map indicates the eight count locations, and the traffic volumes recorded during the first (June 1978) and second (November 1978) count periods.

The four southerly count locations in the study area (#5, 6, 7 and 8) show an average reduction in the 24 hour volumes of 10.4%. The two stations on Benedet Drive and those on Una Road and Vey Road reflect an average 24 hour volume increase of 10.7%. It is interesting to note however, that the total volume of traffic counted at the eight locations has decreased by 3%.

A separate origin-destination study conducted on Benedet Drive revealed no significant cut-through traffic from the South Sheridan Way. Therefore, the increased volumes at the two count locations on Benedet Drive are as a result of increased usage by residents within the study area.

There appears to have been a slight trend in which residents living south of Benedet Drive use Una Road and

continued ...

RECEIVED
REGISTRY No. 2309
DATE MAR 5 1979
FILE No. 18-79
CLERK'S DEPARTMENT

4(a)

SUBJECT : Removal of barricades on Una Road and Vey Road.

COMMENTS :
continued ... Vey Road to proceed north to South Sheridan Way. Conversely residents on Benedet Drive and to the north use Una Road and Vey Road primarily as access to the shopping centre at Truscott Drive and Bodmin Road, and to the schools. Maintaining the link via Una Road and Vey Road is mutually beneficial for the residents south of Benedet Drive and those living on Benedet Drive and northerly.

In conclusion, total traffic volumes decreased slightly and there has been an internal shift in traffic patterns. Traffic volumes are low and reflect the residential nature of this neighbourhood. There is no significant external cut-through traffic and therefore, it is recommended that Una Road and Vey Road remain open to vehicular traffic.

RECOMMENDATION : That Una Road and Vey Road remain open to vehicular traffic.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

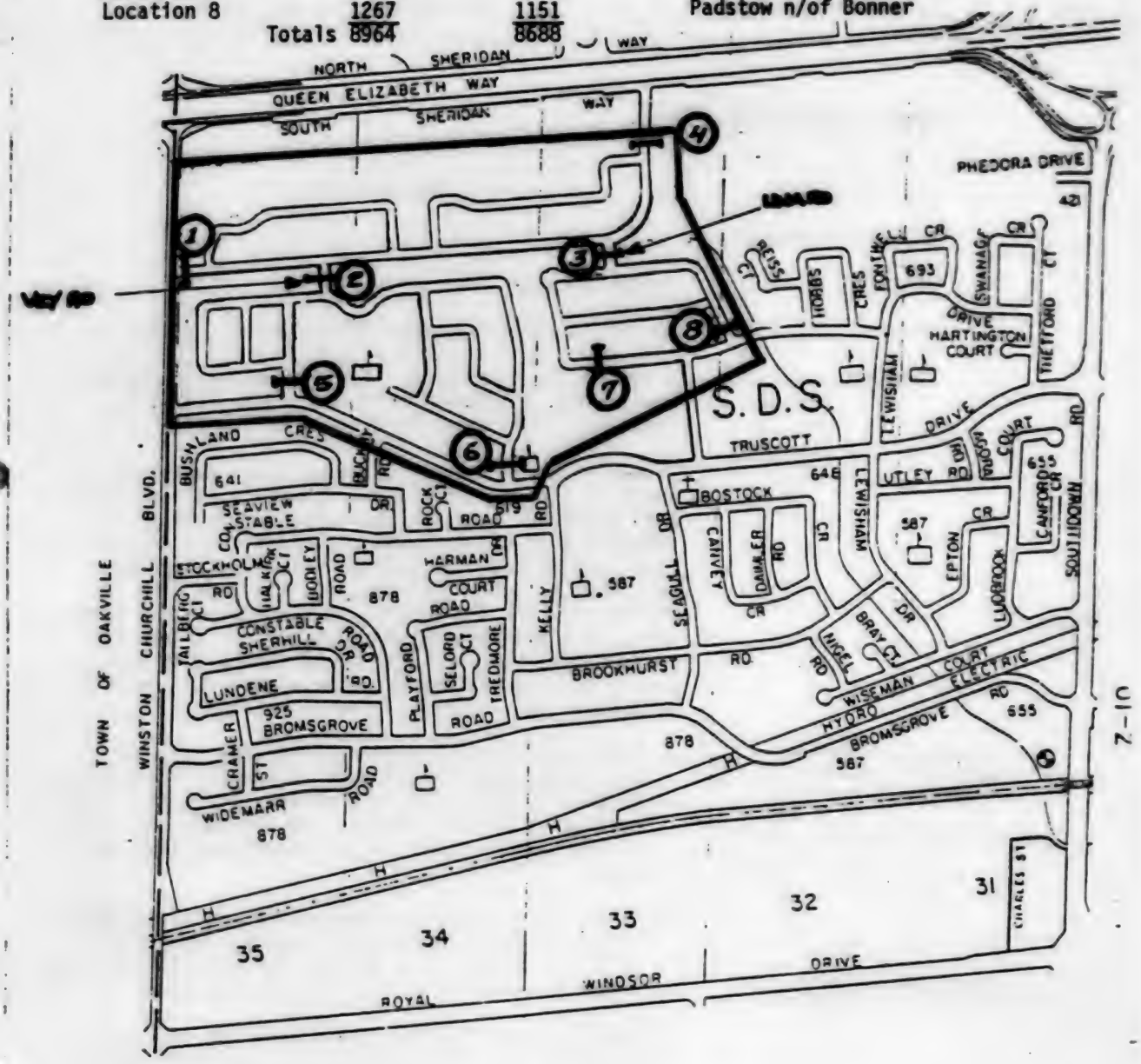
cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
L. Love
K.A. Cowan

Att.

RKW: ~~DKJ~~:jb

24 HOUR TRAFFIC VOLUMES

	Jur 1978 First Study	Nov., 1978 Second Study	
Location 1	650	747	Benedet Dr. e/of Winston Churchill
Location 2	395	450	Vey Rd.
Location 3	733	817	Una Rd.
Location 4	1300	1395	Benedet Dr. s/of S. Sheridan Way
Location 5	1388	1312	Lockhart n/of Truscott
Location 6	2383	2045	Sandgate n/of Truscott
Location 7	848	771	Bonner w/of Bodmin
Location 8	1267	1151	Padstow n/of Bonner
Totals	8964	8688	



8

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 111 00003
13 211 00046

To The Chairman and Members
Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

Report Request No. 248-78

May 11, 1979

LADIES & GENTLEMEN :

SUBJECT : Permit Parking

ORIGIN : Council meeting September 25, 1978 (Rec. 1306).

COMMENTS : A report dated September 12, 1978 concerning Permit Parking was discussed by Council on September 25, 1978, and referred back to staff for report.

Permit parking has been utilized for a number of years in the City of Toronto and primarily has been more prevalent in areas characterized by heavy demand for on-street parking facilities. In our view this is the only justification for the implementation of such a system. In the City of Mississauga however, virtually all residential areas have reasonable off-street parking facilities. Accordingly, we cannot recommend that a City-wide permit parking programme be implemented in the City of Mississauga for the following reasons :

1. Enforcement of the programme becomes extremely complex because of the need to observe the permits on the windshield of each vehicle (very difficult during the winter season), and to check the date on the permit to see if the permit has expired or not.

2. It is our feeling that implementation of a permit parking system in isolated locations will only result in snowballing demands for expansion of the programme into areas with no need for it.

3. For many years it has always been the policy of the Police forces to support limited time parking on streets which results in no overnight parking in the interests of public safety.

continued ...

RECEIVED
REGISTRY No. 5030
DATE MAY 15 1979
FILE No. 86-79
CLERK'S DEPARTMENT

8(a)

SUBJECT : Permit Parking

COMMENTS :
continued ...

4. The parking shortages which have been noted in relation to relatively new developments are those which were permitted by Council on an experimental basis with lower parking requirements than normal. It is our understanding that all residents were well aware of the number of parking spaces available to them at the time of purchase, and therefore any parking problem which now results must be due to the fact that the owners have more cars than what was permitted in their Conditions of Purchase.

5. Permit parking also impedes street maintenance functions both in the Summer and Winter season; for example snow plowing and street cleaning.

We are confident that problems created by the lack of on-site parking can be solved in other ways such as :

- possibility of parking being made available on nearby commercial parking lots, or possibly on school properties

- by the removal of the existing 3 hour parking limitation on nearby streets in order to allow overnight parking

One development that has come to our attention with a parking shortage is a townhouse community in Meadowvale on the north-west corner of Glen Erin Drive and Gananoque Drive. To resolve this problem it is suggested that the 3 hour parking limit be rescinded on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane.

In addition, the 3 hour limit could be rescinded on the west side of Glen Erin Drive between Derry Road and Gananoque Drive between the hours of 6.00 p.m. and 8.00 a.m. It is recommended that "No Parking Anytime" signs be erected on the balance of Glen Erin Drive from Aquitaine Avenue to Derry Road except on the west side between Derry Road and Gananoque Drive where parking will be prohibited between 8.00 a.m. and 6.00 p.m. Monday to Friday.

continued ...

8(b)

SUBJECT : Permit Parking

COMMENTS :
continued ...

These regulations will then allow unrestricted parking with no time limit on the west side of Glen Erin Drive between Gananoque Drive and Derry Road from 6.00 p.m. to 8.00 a.m. Monday to Friday and all day Saturday and Sunday.

These changes require preparation of a new schedule for the Traffic By-Law and certain amendments to the Traffic By-Law. The necessary by-laws to implement these changes will be prepared and will be available for approval by Council at the time of consideration of the report of the Public Works Committee on this issue.

RECOMMENDATIONS :

1. That a programme of on-street permit parking not be implemented in the City of Mississauga.

2. That areas with reported parking shortages be reviewed on an individual basis with consideration being given to solving the particular problem in one or a combination of the following ways :

   a) provide more parking on the site if feasible

   b) utilize nearby alternative sites for parking such as shopping centres or school sites

   c) rescind the 3 hour parking limitation on nearby streets to allow long term parking

3. Rescind the 3 hour parking time limit at all times on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane.

4. Implement "No Parking Anytime" on the east side of Glen Erin Drive from Aquitaine Avenue to Derry Road and on the west side of Glen Erin Drive from Aquitaine Avenue to Gananoque Drive.

5. Implement "No Parking 8.00 a.m. to 6.00 p.m. Monday to Friday" on the west side of Glen Erin Drive from Gananoque Drive to Derry Road.

continued ...

8(c)

SUBJECT : Permit Parking

RECOMMENDATIONS :
continued ...

6. Rescind the 3 hour parking limitation between the hours of 6.00 p.m. and 8.00 a.m. Monday to Friday and all day Saturday and Sunday on the west side of Glen Erin Drive between Gananoque Drive and Derry Road to allow unlimited parking during those hours.

William P. Taylor, P.Eng.,
Commissioner
Engineering and Works Department

R.G.B. Edmunds,
Commissioner of Planning

cc: E. M. Halliday
All Commissioners

9.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
13 211 00007

Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

April 30, 1979

SUBJECT: McDonald's Restaurant - Hurontario Street south of the Queen Elizabeth Way.

ORIGIN: Public Works Committee.

COMMENTS: The subject restaurant is located on the east side of Hurontario Street, approximately 200 feet south of the traffic signal at the South Service Road/ Pinetree Way intersection. The site is quite small, with a 2,000 square feet (ground floor) restaurant, 59 seats and 44 parking spaces. The number of parking spaces is inadequate, and the situation is further aggravated because of the poor layout. The narrow site frontage has resulted in a parking layout with aisle widths and parking space sizes which are substandard according to the zoning by-law, and according to accepted engineering standards.

RECEIVED
REGISTRY No. 4607
DATE MAY 3 1979
FILE No. 02/50/76
CLERK'S DEPARTMENT

The poor layout contributes to congestion which is compounded by poor site access. Some improvement could be realized with a better parking layout (but fewer spaces) and with a reconstructed curb cut at the driveway. However, the major traffic problem at this site is the lack of a left-turn lane on Hurontario Street. The delays to left-turning traffic entering the site has resulted in an extremely high collision rate at this driveway. Between January 1, 1975 and March 1, 1979 there were 50 collisions related to traffic at the McDonald's Restaurant driveway. 36 of the 50 collisions were caused because of left-turning vehicles stopped in the southbound through lane. A left-turn lane at this location could be expected to eliminate the majority of this type of collision.

A design for a left-turn lane has been prepared, and the estimated cost would be $13,000.00 to $15,000.00. It is also possible that a further improvement could be achieved at the site by connecting the restaurant

continued.....

Chairman and Members - Public Works Committee - continued

COMMENTS
(continued)

parking area to the parking area of a proposed development to the north. This would give an alternate access to the South Service Road, and thereby to Hurontario Street at a channelized signalized intersection.

As the Committee is aware, a lengthy Ontario Municipal Board Hearing on this site was conducted in January, 1979. The recent decision of the O.M.B. denied approval of the McDonald's application to expand by rezoning the property immediately to the south. Furthermore, the Board approved a re-zoning of the existing restaurant from commercial to residential, and a change in the Official Plan designation from commercial to residential.

We would suggest that meetings be held immediately with McDonald's in order to attempt to resolve the traffic problems that their restaurant location on Highway 10 has created.

RECOMMENDATION: 1 - That a meeting be held with representatives of McDonald's, the Engineering and Works Department, and the Planning Department, to discuss improvements on Highway 10 by constructing a left-turn lane, and also that further improvements could be brought about by McDonald's acquiring an alternate access from the South Service Road to their property.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday
All Commissioners,
J. V. Falke.

10

City of Mississauga

MEMORANDUM FILE REF: 11 141 00039
16 111 66102

Chairman and Members — From: William P. Taylor

Public Works Committee — Engineering and Works

May 2, 1979.

SUBJECT: Assumption of the Municipal Works for Registered Plan M-18

ORIGIN: Engineering Agreement Among Pearlmac Holdings Limited, Tortown Construction Limited, the Town of Mississauga, the Public Utilities Commission of the Town of Mississauga Dated June 19, 1972.

COMMENTS: As far as this Department is concerned, the Developers, Pearlmac Holdings Limited and Tortown Construction Limited have complied with all of the requirements of the Engineering Agreement covering 146 Lots and 9 Blocks north of Brandon Gate Drive and west of Eighth Line East.

RECOMMENDATIONS:

1. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan M-18.
2. That the City release all securities to the Developers, Pearlmac Holdings Limited and Tortown Construction Limited.
3. That the City Council pass a by-law establishing the road allowances within Registered Plan M-18 as public highway and part of the municipal highway system of the City of Mississauga.

William P. Taylor, P.Eng.,
Commissioner.

cc: City Manager
All Commissioners
W. Munden
W. J. Richmond
Region of Peel
Att: Mr. D. Markle
Mr. J.B. Wright
D. J. Debenham

RECEIVED
REGISTRY No. 4733
DATE MAY 8 19/9
FILE No. M18
CLERK'S DEPARTMENT

City of Mississauga FILE REF : 11 141 00039
13 211 00039

MEMORANDUM

//.

To The Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept Engineering and Works

May 3, 1979

LADIES & GENTLEMEN :

SUBJECT : City take-over of Thomas Street.

SOURCE : Engineering and Works Department.

COMMENTS : As a result of the recent transfer of jurisdiction of Thomas Street from the Region of Peel to the City of Mississauga, the traffic by-law requires amendments. The attached draft by-law incorporates those provisions which are presently in effect and are in the Regional By-Law.

RECOMMENDATION : That the attached draft by-law amendment to Traffic By-Law 234-75, as amended, dealing with Thomas Street, be approved and executed by the Mayor and Clerk.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

BTJ:jb

RECEIVED
REGISTRY No. 4775
DATE MAY 8 1979
FILE No. 86-79
CLERK'S DEPARTMENT

12

City of Mississauga

MEMORANDUM

Files: 11 141 00039
11 321 79003
11 181 00001

Chairman and Members of the
Public Works Committee

Mr. William P. Taylor, Commissioner
Engineering and Works

May 3, 1979

SUBJECT: Small Tools replaced because of loss and cost of same.

ORIGIN: Budget discussions February 15, 1979.
Report Request No. 59-79 -- Clerk's Files: 24-79 and 33-79.

COMMENTS: Council, during budget discussions, requested us to report on the cost involved in the replacement of small tools.

We have reviewed our expenditures for small tools for the years 1977 and 1978 inclusive and we would report as follows:

District	Total Cost for Two Years - 1977 & 1978	Average Cost Per Year
1	$491.76	$245.88
2	$329.25	$164.62
3	$442.10	$221.05
4	$407.92	$203.96
5	$205.34	$102.67

The type of tools that are covered under this category are long and short handled shovels (both square mouth and round mouth), long handled forks, picks, axes, snow shovels, asphalt rakes, leaf rakes, ice chippers, wheelbarrows, wire brooms, sledge hammers, scythes, Swede saws and brooms. We consider these expenditures to be extremely minor and we would also point out that the average cost of these items would be between $5.00 and $6.00.

RECEIVED
REGISTRY No. 5028
DATE MAY 16 1979
FILE No. 24-79
33-79
CLERK'S DEPARTMENT

RECOMMENDATION: That the report dated May 3, 1979 from the Commissioner of Engineering and Works with respect to small tools replaced because of loss and cost of same, be received.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. T. L. Julian
Mrs. L. Heaps

13

City of Mississauga

MEMORANDUM

Files: 15 111 00016
11 141 00039

Chairman and Members of the
Public Works Committee

Mr. William P. Taylor, Commissioner
Engineering and Works

May 3, 1979

SUBJECT: Proposed recycling depot - Westwood Mall.

ORIGIN: Letter dated February 21, 1979 from Mr. Maurice Abrams.

COMMENTS: We are in receipt of a letter dated February 21, 1979 from Mr. Maurice Abrams, Promotion Director, Westwood Mall Retail Merchants Association, 7205 Goreway Drive, Malton, requesting a recycling depot be set up in Westwood Mall and operated by the City.

RECEIVED
REGISTRY No. 5032
DATE MAY 15 1979
FILE No. 59-79
CLERK'S DEPARTMENT

In March 1979 members of my staff met with Mr. Abrams to discuss the establishment of a recycling depot at this location. Mr. Abrams stated that Westwood Mall would supply the space if the City would supply containers, signs, news releases, and the staff for operation and maintenance.

Mr. Abrams advised that a recycling depot has been located for some time at the Lawrence Plaza near Bathurst Street in Metropolitan Toronto and apparently has operated without any vandalism problems or abuse. We contacted the City of North York regarding this installation and we were advised that the City empties the containers utilizing a front-end fork lift garbage packer. The material is taken to a yard and dumped when sufficient quantities have accumulated. The City of North York also advised that the revenue collected in 1978 was $790.00 against an operating cost of $2,700.00. Due to budget restrictions at this time, we cannot recommend any proposal of this nature and we suggest that if Mr. Abrams wishes to operate a recycling depot at Westwood Mall it would have to be operated from the private sector. We also feel that the

/2

13(a)

Subject: Proposed recycling depot - Westwood Mall

COMMENTS - cont'd.

placement of containers in the plaza at Westwood Mall would have an adverse effect on the litter problem in that area inasmuch as the bins would probably be used for the dumping of debris, brush and junk.

RECOMMENDATION: That the City not provide a recycling depot at the Westwood Mall and that Mr. Maurice Abrams, Promotion Director, Westwood Mall Retail Merchants Association, 7205 Goreway Drive, Malton, Ontario, be so advised.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners

14.

City of Mississauga

MEMORANDUM

Files: 15 111 00002
15 111 00008
11 141 00039

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner
Engineering and Works

May 3, 1979

SUBJECT: Garbage on boulevards.

ORIGIN: Report Request No. 24-79 -- Clerk's File: 157-79

COMMENTS: City Council at its meeting on January 15, 1979 passed By-law No. 23-79 which prohibits and regulates the obstructing, encumbering, injuring of fouling of highways or bridges; the throwing of rubbish on any highway or bridge; the obstruction of ditches and culverts and the crossing of curbing and sidewalks. At the same meeting Council requested that we prepare a report as to whether or not this by-law would cover garbage being left out on the boulevard.

We would advise Committee that the intent of this by-law was not to cover the placement of garbage on the boulevards as the garbage placed out for collection is covered under the Garbage Collection By-law, copy of which is attached for your information.

RECOMMENDATION: That the report dated May 3, 1979 from the Commissioner of Engineering and Works with respect to garbage on boulevards, be received.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. T. L. Julian
Mrs. L. Heaps

RECEIVED
REGISTRY No. 5031
DATE MAY 10 1979
FILE No. 59-79
CLERK'S DEPARTMENT

14(a)

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 244-75

A By-law pursuant to The Municipal Act, R.S.O. 1970, c. 284, s. 354, and amendments thereto, to provide for the handling and collection of garbage, rubbish, ashes and other waste material in, by and on behalf of the Corporation of the City of Mississauga.

THE Council of the Corporation of the City of Mississauga

ENACTS as follows:

TITLE

1. This By-law may be referred to as "The Garbage Handling and Collection By-law".

DEFINITIONS

2. In this By-law:

(a) "ashes" means the solid residue of any household materials such as fuel, after such fuel has been consumed by fire; and includes tins, bottles, metals, crockery and glass.

(b) "Commissioner" is the Commissioner of Engineering, Works and Building Department for the Corporation of the City of Mississauga, and includes any person designated by the said "Commissioner" to enforce the provisions of this By-law.

(c) "garbage" means all rejected, abandoned or discarded household waste of either animal or vegetable origin, wearing apparel, sweepings, and all refuse matter capable of consumption by fire, except that in the case of any hotel, restaurant or other establishment with food handling facilities which requires and is authorized to receive in excess of two garbage collections per week, "garbage" for such excess collections also means and includes table, kitchen and stock waste consisting of animal and vegetable materials only, with which no other waste products or materials shall be mixed.

(d) "lot" means one receptacle, bundle or parcel.

(e) "manufacturers' and trade waste" means any abandoned, condemned

14(b)

or rejected product or by-product, builders' and contractors' refuse, and garbage and service station waste.

(f) "person" includes, but is not to be limited to, a property owner, tenant, lessee, occupant, or any person in charge of any building, and shall, wherever the context so requires, be read as if the feminine or plural had been used.

(g) "premises" means a fully self-contained dwelling unit, or in the case of commercial or industrial establishments, fully self-contained units, each with a separate external access.

(h) (i) "receptacle" means a covered, water-tight container not more than 30 inches high or 18 inches wide, and weighing not more than 50 pounds when full, but does not include any container that is smaller at the top than at the bottom, such as a five-gallon paint can, or an oil drum, and any such excluded container shall not be used as a receptacle within the meaning of this By-law.

(ii) "receptacle", except where otherwise specified in this By-law, also means a suitable opaque plastic garbage bag approximately 26 inches by 36 inches when empty, not less than 1.5 mills thickness, heat sealed at one end, closed with proper plastic or wire-reinforced tie, and weighing not more than 50 pounds when full.

(i) "rubbish" means household litter, trash, grass cuttings, lawn rakings, shrubbery prunings, discarded garden roots and plants.

AUTHORITY

3. The "Commissioner", and any person designated by him, shall administer this By-Law.

HANDLING AND COLLECTION

4. The collection of garbage, rubbish, ashes and other waste material in, by and on behalf of the City of Mississauga shall be made no less than once each week from each collection point.

. . . ./3

14(c)

5. 'hterial set out for collection shall normally he placed as close as possible to the edge of the roadway without obstructing the roadway, sidewalk or footpath and, the Commissioner shall have the power to designate the precise point at which the material shall be placed for collection and the number of collection points for each of the premises.

6. 'hterial for collection shall not be placed on a highway, public property, front yard or external side yard before 6:00 p.m. on the day preceding collection.

7. 'hterial for collection shall be placed at the prescribed collection point not later than 7:30 a.m. on the collection day.

8. Empty receptacles and all material which the collector refused to take away must be removed from the highway or from public property by the occupant of the premises from which it was taken, before 8:00 p.m. on the same day that the garbage is collected or the material refused.

9. All garbage, rubbish, ashes or other waste material to be collected in the City of 'Mississauga must be placed in receptacles, or in bundles or parcels in accordance with section 11 of this By-law.

10. Garbage must be drained of all liquid and securely wrapped before being placed in receptacles.

11. Articles such as crates, newspapers, packing materials, brush, bedding, old furniture and material of like nature may be collected in like manner as garbage and ashes, but must be placed in receptacles or securely tied into compact bundles or parcels not exceeding two and one-half (2-1/2) feet in any dimension or four (4) feet in length in the case of brush, and each receptacle, bundle or parcel must not weigh more than 50 pounds.

12. Large articles such as, but not limited to, stoves, refrigerators,

. . . ./4

14(2)

furniture, tree limbs, which cannot be placed in receptacles, bundled or parcelled in accordance with section 11 of this By-law, may be collected by special arrangement at the discretion of the Commissioner in accordance with Section 11 of this By-law.

13. An amount not exceeding six "lots" of garbage, rubbish, ashes or other waste material may be set out for each collection at any prescribed collection point.

14.(1) Owners of apartment buildings, housing units containing more than two families, and owners and occupiers of commercial and industrial establishments shall provide garbage storage containers for each and every premises,and such containers shall be large enough to hold the total number of lots used by each premises.

(2) The containers in this section shall be approved as to construction, maintenance and location by the Commissioner or the Medical Officer of Health for the Regional Municipality of Peel, and such containers shall be of solid construction, maintained in good repair, and painted as necessary.

15. No garbage collection vehicle owned or contracted by the City of Mississauga, shall enter a privately-owned driveway or roadway or land, or other private property for the purpose of collecting garbage, ashes, rubbish, or other waste material except as authorized by the Commissioner.

16. The following items shall not be collected by the City of Mississauga:

(a) swill, or other organic matter not properly drained or wrapped.

(b) liquid waste.

(c) hay, straw or manure.

(d) night soil.

(e) any material which has become frozen to the receptacle, and which cannot be removed by shaking.

(f) hot ashes, or any material capable of starting fires.

(g) manufacturers' and trade waste.

. . . ./5

14(e)

(h) any material in receptacles, bundles or parcels which is not in accordance with Sections 7(b) and 11 of this By-law, except as provided in Section 12 of this By-law.

PROHIBITIONS

17. No person shall pick over, interfere with, disturb, remove or scatter any bundle, article or thing placed for removal, whether contained in receptacles, bundles or parcels, or otherwise placed for removal.

18. No person shall keep a garbage dump or receptacle or repository for waste material on his premises in such a condition or in such a location that the same is a nuisance or emits foul or offensive odours or harbours or attracts rats or other vermin or insects; and the body of any dead animal must be promptly disposed of by the owner thereof, so that the same shall not become a nuisance.

19. No person shall permit garbage, rubbish, ashes or other waste material, including paper of any description, to be blown or dropped from the premises occupied by him or to any lane, street, creek, roadway, or other public or private property in the City of Mississauga.

20. No person shall convey through the streets any swill, offensive or organic matter whatever, except in properly covered metallic receptacles, or in vehicles covered with canvas or tarpaulin, so fastened down around the edges as to prevent any of the contents falling upon the streets and to protect the contents from flies, and to control as far as possible the escape of any offensive odours therefrom.

21. No person shall place, or permit to be placed or remain on or in any street, any article or thing in the nature of garbage except as herein expressly authorized or as may be authorized by the Commissioner.

. . . /6

1468

PENALTY

22. Any person summarily convicted of a breach of any of the provisions of this By-law shall be liable to a fine not exceeding the sum of $1,000.00 exclusive of costs, for each offence, and every such fine shall be recoverable under the Summary Convictions Act.

BY-LAWS REPEALED

23.(1) By-law Number 69-65 enacted by the Corporation of the former Town of Port Credit, By-law Number 71-44 enacted by the Corporation of the former Town of Streetsville, and By-law Number 3977 enacted by the Corporation of the former Township of Toronto, and amendments thereto, being By-laws 3119 and 10850, be and are hereby repealed.

(2) Any By-law regulating and requiring and providing for the handling and collection of garbage, rubbish, ashes and other waste material that was enacted and passed by the Corporation of the Town of Oakville in that part of the Corporation of the Town of Oakville that was annexed by the City of Mississauga and more particularly described in Section 3(1) (a) of The Regional Municipality of Peel Act, 1973, S.O. 1973 c. 60, be and the same is hereby repealed.

24. This By-law shall come into force and effect on the day of final passing thereof.

ENACTED AND PASSED this 23rd day of June, 1975.

CLERK

MAYOR

15.

City of Mississauga

MEMORANDUM

Files: 11 121 00008
11 141 00039

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept

Dept Engineering and Works

REPORT REQUEST NO. 281-78
Clerk's Files: 49-78 & 126-78

May 15, 1979

SUBJECT: Walkway on Douglas Drive - unopened road allowance located between Oakhill Road and Pinetree Way.

ORIGIN: Report Request 281-78 - Council October 30, 1978.

COMMENTS: Late in 1978 we were requested by the adjacent residents to the unopened portion of Douglas Drive to install a chain link fence adjacent to the existing pathway in order to eliminate vandalism to the adjacent residences and also to attempt to eliminate the alleged trespassing on the adjacent properties due to children taking a short cut.

Owing to the poor condition of the existing walkway it was also contemplated at that time to pave the walkway in order to make it easier for the people to walk on and to make it easier for the City to plow in the winter months.

Work on the erection of the fence was commenced in the Fall of 1978 and almost immediately a petition was received from certain residents in the surrounding area requesting that no fence be constructed adjacent to the walkway. Immediately thereafter a petition was received from other residents in the area requesting that we proceed with the pathway and erect the fence already under construction -- copies of both these petitions are attached for the Committee's information.

RECOMMENDATIONS:

1. That the Engineering Department be instructed to complete the construction of the walkway ten feet in width, hot-mix paving of the walkway and the installation of a 42 inch chain link fence bordering both sides of the walkway as soon as possible.

..2

RECEIVED
REGISTRY No. 5177
DATE MAY 17 1979
102-79
FILE No. 49-79
126-79
CLERK'S DEPARTMENT

15(a)

RECOMMENDATIONS - cont'd.

2. That the walkway be constructed approximately along the centreline of Douglas Drive.

3. That all of the people who signed the petition be notified by the Clerk's Department of Council's decision on this matter.

AEM:dw
Attach's.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. T. L. Julian
Mrs. L. Heaps

15(b)

TO: CITY OF MISSISSAUGA COUNCIL

FROM: CONCERNED RESIDENTS

DATE: OCTOBER 21, 1978

SUBJECT: PROPOSED FENCE FOR DOUGLAS DRIVE EXTENSION WALKWAY

WPT CW 12/10/25
AEMD

Many local residents who use this walkway, have voiced their objections to this fence, which is proposed to be built each side of a 300 ft. long path running north and south through a 66 ft. wide greenbelt from the top of Douglas Drive to Pinetree Way, for the following reasons:

(1) Obviously a now 66 ft. wide City owned greenbelt, would become a 10 ft wide asphalt path, and access to the rest of the property would be denied, by virtue of the fence and the fact that there are road guard rails at either end.

(2) The fence would be unsightly because it would collect leaves and paper etc. which would not be able to blow away.

(3) The width of the walkway would make it impossible to snow plough in the Winter, and it would simply become a trough where the water would lay making the walkway impassable, and when it froze, it would be a skating rink.

(4) Older children ride their bicycles on this pathway on their way to and from Kenollie School and Port Credit Secondary School, and younger children walking, would not be able to get off the path to avoid collision if the path was fenced in.

(5) The fence would serve the community in no useful way, except the two residents on the east side who would ultimately gain approximately 40 feet of property on their west side.

(6) The area is now an open greenbelt for the use of all. To fence off a path would both be unnecessary and a waste of tax money, cutting the 66 ft. width to 10 ft.

(7) Local residents were not informed of the building of this fence prior to construction being started and therefore request that it be re-considered to the place where the path is graded and asphalt only, no fence.

(8) The Credit Reserve Association have never been informed of this fence construction.

NOTE:
Signatures of concerned people are herewith attached on page ?.

Signed

✓ REFERRED TO
W. P. TAYLOR, ENG & WKS

15(C)

NAME	ADDRESS	
[illegible]	1546 Douglas Dr.	278-4615
[illegible]	"	"
[illegible]	1532 Douglas Dr	
[illegible]	1532 Douglas Dr.	
[illegible]	1529 Douglas Dr	
[illegible]		
[illegible]	1524 Douglas Dr. Mars Cnt.	
[illegible]	" "	
J. Armstrong	1513 Douglas Dr.	
[illegible]	" " "	
[illegible]	1507 Douglas Dr.	
[illegible]		
C B Jacobs	1519 Douglas Dr.	
[illegible]	1519 Douglas Dr.	
[illegible]	1514 Douglas Dr.	
[illegible]	1514 Douglas Dr.	
[illegible]	1501 Douglas Dr.	
[illegible]	1520 Douglas Dr.	
[illegible]	1560 Douglas Dr.	
[illegible]	251 Oakhill Rd.	
[illegible]	" " "	
[illegible]	127 Indian Valley Trail	
[illegible]	" " " "	
[illegible]	1535 Douglas Dr	
[illegible]	1535 Douglas Dr	

15(d) Copy for Engineering Works Dept.

TO: CITY OF MISSISSAUGA

FROM: CONCERNED RESIDENTS ACTUALLY USING THE CONTENTIONS WALKWAY

SUBJECT: PROPOSED FENCE FOR DOUGLAS DRIVE EXTENSION WALKWAY, ALREADY HALF INSTALLED AND THE COUNTER PETITION PRESENTED BY THE MEMBERS OF 12, RELATIVELY DISTANT, HOUSEHOLDS

REFERENCE: File Ref 12 221 00001, August 29, 1978, Engineering, Works and Building Department.

Many local residents who regularly use this pathway as a thoroughfare, plus those who live alongside and immediately nearby it, and those who enjoy the view of the area as maintained in its present, very pleasant state of well kept grass and more than twenty trees and shrubs planted and maintained by the adjoining residents, have voiced their support for the proposed fence and pathway. This pathway, 300 feet long, runs north and south from the top of Douglas Drive to Pine Tree Way, through a 66 foot wide green belt, city owned, but (as just stated) maintained by the adjoining residents. Purpose of the pathway and fence is to help the adjoining residents continue their maintenance and prevent the area reverting to the sea of mud or baked clay, dog droppings and garbage that existed seven years ago when the first resident in the immediate neighborhood moved in.

The following answers point-by-point counter the petition of those 12 or 13 households who wish to have the fence removed:

(1) Without maintenance by residents of the adjoining homes, or at considerable expense to the city, that pleasant green belt they refer to and enjoy would undoubtedly revert to the condition of mud and garbage mentioned earlier. At the present, the adjoining residents most concered either themselves cut, or pay for cutting, the lawn at least once every couple of weeks over the summer; they fertilize, weed

and water the grass; they have planted the more than twenty trees and shrubs themselves and have nurtured those trees and shrubs with fertilizer and continuous summer watering. Without continued nurture, the area would undoubtedly revert as described. Even more important, for those who want physical access to the land -- and it should be noted that very few use their present right -- access would still be possible at either end. Indeed, none of those opposed could have walked to the north end of the path where it is perfectly obvious that the area would not entirely be closed in. The purpose of the paved path and the fence was to encourage the stream of casual passersby and bicycle riders to use that path -- in its present state, the children have to ride on the grass, rather than the coarse gravel path.

(2) Contrary to the counter petition, the proposed fence would not be unsightly because of "collecting leaves and papers, etc" which the counter petitioners apparently want to see "blown away" to pollute other areas. Quite the contrary: the present petitioners have kept the area clean and tidy, and free from papers, leaves and beer bottles; and the erection of the fence would be an added incentive. Some objection has been expressed to, and by, some of the present petitioners concerning the height of the fence posts now erected. We ourselves would much prefer the fences to be four feet high, as stated in the original letter to us from the Engineering Department (file number quoted above); and which, as far as we know, is still the proposal.

(3) Again contrary to the counterpetition; the proposed width of the path -- 10 feet -- is quite sufficient to snow plough, although if the city decided to make it wider for this purpose the adjoining residents would have no objection whatsoever. Proper grading of the path would ensure that ice did not make the pathway "impassable", nor "turn it into a skating rink."

(4) The amount of traffic by children going to or from school is very small and would be in no way interfered with; and to our knowledge has not been a point of concern by anyone with children actually using the path; all those signing the counter petition live to the south of the pathway and remarkably few, if any, have children of school age. In any case, the path could easily be made wide enough to accomodate any amount of traffic. Furthermore, if concern for children is the point of the opposing petition, the signers and the City should recognize that the dangers of the city-owned creek to the west of the walkway constitute a very real, and much greater, hazard to children of the area particularly at times of flood than any fanciful collisions on the pathway. Fencing off the creek would greatly reduce this hazard.

(5) Again contrary to the counter-petition, the fence would serve the community in a very important way, providing all adjoining residents with a much greater incentive to maintain this small green area in its present state. It would discourage carelessness and vandalism (including the scarring of the grass by bikers, the breaking of trees and shrubs, and the painting of signs on the adjoining house walls, all of which have occured in the past). And it would deprive nobody of anything they now have and to any extent use. In particular, "the two residents on the east side" who, according to the counter

15(g)

petition, will "gain 40 feet of property" will in fact gain nothing (since the property remains with the city) except the continuing expense and work of maintaining the area; as much for the pleasure of others as for themselves. There is no evidence at all that this work and expense would even add to the resale value of their homes. They do it because they, and many of their neighbors, including most of those who signed the counter petition, get enjoyment from seeing grass and trees where formerly there was nothing.

(6) To fence off the pathway would not be a waste of taxpayers money. On the contrary, ripping out the present posts would constitute such a waste -- not just the expenditures already incurred, but because some of the present petitioners are unwilling to continue their work if a few vocal and distant neighbors can abort the project. With the fences, we would continue to care for the area, and we believe that the City's expenditures, amortized over a few years, would be paid back in full. We do not believe the city can, at reasonable expense, maintain the area to anything like its present standard.

(7) and (8) The counterpetitioners complain that they, and the Credit Reserve Association, were not consulted on the matter. This was certainly not our responsibility. Furthermore, those counter-petitioners, and the Credit Reserve Association, have no greater legal standing in this community than do the present petitioners, either individually or collectively; and no more right to be consulted on community matters than ourselves. We have no argument with the Credit Reserve Association; many of us are members. And we do not even know what position the Association takes on this question. But on any fair

and realistic assessment, the question at issue here is one for the immediately local residents who daily use and appreciate the small green belt; and who wish to see if maintained and protected.
The City Council is our only governing body if in fact the Council believes that the interests of the petitioners, their neighbors and those who enjoy and appreciate the improvements made in recent years to this strip, are best protected by a low fence on either side of the pathway, we sincerely hope that the Council will not be swayed by pressures from larger and more powerful groups.

In short, we ask that the Council allow the proposed fences to be installed. The issue is a very small one in the context of the administration of Mississauga. But it is important to a small number of people who like to see green grass and trees on what was otherwise wasteland.

The following nearby residents support in principle the project as outlined above and petition the Council to pave the pathway and to complete the installation already underway of fences; preferably four feet high.

Signed - E. Gwyneth Stewart
E. Jean Seatuck

ATTACHMENT 1

15(e)

WE, THE UNDERSIGNED, PETITION THE MISSISSAUGA CITY COUNCIL TO COMPLETE THE PATHWAY AND THE PROTECTIVE FENCES ALREADY UNDER CONSTRUCTION ON THE DOUGLAS DRIVE EXTENSION, AS DESCRIBED IN THE ATTACHED DOCUMENT:

NAME	ADDRESS	No. of CHILDREN
[illegible]	256 Pinetree Way	2.
[illegible]	" " "	
[illegible]	1604 CALVERTON CRT.	
[illegible]	1609 Calverton Cir	2
[illegible]	380 Pinetree Way	3
[illegible]	380 Pinetree Way	3
[illegible]	375 Pinetree Way	1
[illegible]	375 Pinetree Way	1
[illegible]	373 Pinetree Way	2
[illegible]	1577 Keewaydin Cir.	4
[illegible] M.D.	" "	
[illegible]	1549 CALVERTON CRT	1
[illegible]	1561 Douglas Dr.	2
[illegible]	" "	
[illegible]	1571 Douglas Dr.	2
[illegible]	1571 Douglas Dr.	
[illegible]	1571 Douglas Dr.	
[illegible]	" "	
[illegible]	271 Colonial Rd.	No Children
[illegible]	271 Colonial Rd	" "
[illegible]	261 Oakhill Rd.	
[illegible]	[illegible]	
[illegible]	261 PINETREE WAY	2
[illegible]	261 Pinetree Way	2
[illegible]	340 Pinetree Way	5

15(f)

ATTACHMENT 2

NAME	ADDRESS	No. of CHILDREN
Thelma Klingen Strong	347 Venetian Way.	3
Ann Wardwick	275 Wakulla Rd.	2
[illegible]	" "	
[illegible]	1605 Calumet Circle	2
[illegible]	1605 Calumet Cir.	
B. Fabbri	1595 Calumet Cir.	2
[illegible]	594 Calumet Circle	4
D. Caldwell	1596 Calumet Cir.	2

TOTAL CHILDREN INVOLVED
47

16.

City of Mississauga

MEMORANDUM

FILES: 16 111 76114
16 111 77078
11 141 00039

To: CHAIRMAN AND MEMBERS — From: W. P. Taylor

Dept: PUBLIC WORKS COMMITTEE — Dept: Engineering and Works

May 2, 1979

SUBJECT: Construction of sidewalks in Thompson Estates subdivision T-76036 and Mississauga Golf Club Estates T-77017. These plans are adjacent to each other on the North Service Road at the intersection of Mississauga Road.

ORIGIN: Requirements of the Consolidated Reports prepared by the City of Mississauga and the Region of Peel for the subject developments.

COMMENTS: The terms of the consolidated reports are that a sidewalk shall be constructed on both sides of all the streets in these developments. The developer has requested that in order to preserve as many of the trees in this area as possible that certain sidewalks be deleted as a requirement for draft approval. These developments are comprised of large single family lots and 66 ft. road allowances.

RECOMMENDATIONS:

1. That the requirement that sidewalks be constructed on both sides of all streets with a 66 ft. road allowance be deleted.

2. That there be a requirement that sidewalks be constructed on one side of the following streets:

- Fleet Street
- Geran Crescent
- Beaverbrook Way
- Mississauga Road for the frontage of the Mississauga Golf Club estates plan T-77017

RECEIVED
REGISTRY No. 4661
DATE. MAY 4 1979
FILE No. 52-79
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br
cc: E. Halliday
R. Edmunds
L. Love
D. Ogilvie
K. Cowan

14.

City of Mississauga

MEMORANDUM

Files: 16 111 73030
11 141 00039

Chairman and Members of the
Public Works Committee

RECEIVED
REGISTRY No. 3928
DATE APR 17 1979
FILE No. [redacted] 103-79
CLERK'S DEPARTMENT

Mr. William P. Taylor, Commissioner

Engineering and Works

April 12, 1979

SUBJECT: Proposed grade separation at Goreway Drive and the C.N.R.

ORIGIN: Council Meeting, March 12, 1979 - Resolution No. 182.

COMMENTS: In accordance with Resolution No. 182, we have met with the Commissioner of Engineering for the City of Brampton to discuss cost sharing of a functional study for a grade separation at Goreway Drive and the C.N.R. We wish to advise Committee that the Council of the City of Brampton has approved of the new spur line crossing Goreway Drive without any specific conditions attached pertaining to a grade separation. However, at the time of application to the Canadian Transport Commission a request can be made for consideration by the C.T.C. to require the C.N.R. to pay 5% of the cost of the grade separation.

We would also like to advise Committee that the City of Brampton does not have this grade separation in their Five-Year Budget, 1979 to 1984, however, they are presently reviewing their priorities with a view to placing this grade separation in a future Five-Year Capital Budget and also recommending to the Brampton Council that the City of Brampton and the City of Mississauga share in the cost of a functional study of a grade separation at Goreway Drive and the C.N.R. in 1980.

RECOMMENDATION: That the City of Brampton be advised that the City of Mississauga is prepared to include in the 1980 Current Budget the amount of money to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R. at an estimated total cost of $20,000.00.

William P. Taylor

WPT:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. Halliday
All Commissioners

18

City of Mississauga

MEMORANDUM

Files: 16 111 73122
11 141 00039

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Date:

Dept. Engineering and Works

May 15, 1979

SUBJECT: Private use of Municipal lands north of Burnhamthorpe Road East between Fieldgate Drive and Ponytrail Drive.

ORIGIN: Engineering Department.

BACKGROUND: In 1975, subsequent to the Registration of Plans M-56 and M-58, a forty foot wide strip of land was dedicated to the City by the Rockwood Village Developer for municipal purposes.

Within the Engineering Agreement with the aforementioned Developer, provision was made for the installation of a chain link fence along Burnhamthorpe Road East frontage of R. P. M-56 and M-58.

In the Fall of 1978, a sidewalk was installed by the Developer along the Burnhamthorpe Road East frontage three feet south of the south limits of the newly defined lots. To date, the chain link fence has not been installed.

COMMENTS: Pursuant to the installation of the sidewalk at Burnhamthorpe Road East, the Engineering Department was approached by the residents abutting Burnhamthorpe Road East within R. P. M-56 and M-58. It was their request that the sidewalk be relocated and that permission be granted them to use and maintain the municipal lands.

RECEIVED
REGISTRY No. 5178
DATE MAY 17 1979
FILE No. m56-60
CLERK'S DEPARTMENT

After some discussion taking place over several months, a proposal has been drafted in the form of a License. This License (draft copy attached), when executed by the individual concerned residents and by the City, would permit these residents the restrictive use of these lands for a period of ten years, providing the City requires these lands for no other purpose. If such a necessity arises, provision has been made for these lands such that the City may proceed.

..2

18(a)

COMMENTS - cont'd.

This proposal has been reviewed by the Rockwood Village Homeowners' Association within recent weeks. From this review, the only condition that they placed in their endorsing this proposal was that an alternative asphalt walkway must be constructed immediately south of this municipal strip of land from Ponytrail Drive to Fieldgate Drive before the use of the existing sidewalk was restricted. This, we advised them, was a matter to be determined by City through Committee and, ultimately, Council.

RECOMMENDATIONS:

1. That the residents of Registered Plans M-56, M-58 and abutting the forty foot wide municipal lands along Burnhamthorpe Road East between Ponytrail Drive and Fieldgate Drive, be permitted to use and maintain these municipal lands under the term of the License, drafted on March 22, 1979, once it is executed and registered on the title of their lots.

2. That the Engineering and Legal Departments complete these Licenses in respect to lot owner names, dates, costs, and legal land descriptions such that the lot owners may execute these Licenses.

3. That an asphalt walkway be constructed along Burnhamthorpe Road between Ponytrail Drive and Fieldgate Drive in 1979.

4. That the Mayor and Clerk be authorized to execute the required License after the License has been executed by the concerned property owners after an alternative walkway has been constructed.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Ms V. MacLean
Mr. R. Barker

DRAFT DATE:
March 22, 1979.

18(a)

(DATE) THIS LICENSE made this day of , 1979.

B E T W E E N:

THE CORPORATION OF THE CITY OF MISSISSAUGA
hereinafter called "the City"

OF THE FIRST PART

- and - (Name of private lot owner)

hereinafter called "the Licensee"

OF THE SECOND PART

WHEREAS the Licensee is the registered owner of

(Lot Description)

AND WHEREAS the City is a municipal corporation and the owner of a strip of land 40 feet in width located along the north side of the Burnhamthorpe Road allowance abutting the southerly border of the Licensee's land, (hereinafter called "the City land"), and more particularly shown on Schedule "A" annexed hereto;

AND WHEREAS the City wishes to grant to the Licensee a license for the use of the said City land;

NOW THEREFORE in consideration of the payments hereinafter covenanted to be made by the Licensee and the covenants and conditions hereafter contained and on the part of the Licensee to be observed and performed, the City hereby grants tothe Licensee for the benefit of itself and its invitees the right to use that portion of the City lands outlined in red on Schedule "B" (hereafter called the "licensed lands") for residential purposes in conjunction with their own lands for a term of ten years commencing on the day of

(Dates) 19 up to and including the day of , 19 .

I. The Licensee hereby covenants with the City as follows:

(a) to pay the City during the term of the license a fee of Two Dollars ($2.00) per year payable

(b) to erect chain link fencing at the rear of the licensed land;

(c) to permit the Licensee to remove the sidewalk on the licensed land if the licensee so requests and if the licensee deposits with the City _____.

(a cash contribution for the City to replace the sidewalk)

3. Notwithstanding the provisions of section 1 (a) of this license the licensee agrees to vacate the licensed lands and reinstate them to the City's satisfaction within two weeks from date of a written notice given by the City.

4. This license may be terminated forthwith by notice given by the City:

(a) if the licensee shall have failed for a period of ten days to remedy any breach (capable of remedy) of any of the stipulations and conditions herein contained after being required to remedy the same by notice in writing from the City specifying the breach and requiring the same to be remedied;

(b) on any breach by the licensee of stipulations and conditions herein contravened which is in the opinion of the City incapable of being remedied and is stated so to be in the notice given by the City.

5. The licensee may require the City to grant a renewal of the license for a further term of ten (10) years by notice in writing delivered or mailed by registered mail to the City not later than one month before the expiration of the present term. If the Licensee shall not deliver or mail such notice within the above time the Licensee shall have no further right to request such renewal term nor shall the City be under any obligation to grant such renewal term.

18(e)

6. The Licensee agrees to allow the registration of notice of this license against the title to his lands and agrees that the said registration shall not constitute a cloud or undue interference with title and the City agrees on termination of the license to execute and register a notice of discharge of the license or whatever documentation is necessary to release the notice of license from title and agrees to reimburse the City for the actual cost of registration of this notice.

7. It is hereby agreed that this agreement constitutes a license and confers no tenancy upon the licensee and that possession of the premises is retained by the City subject however to the rights created by this license.

8. This license shall not be amended except as agreed in writing by both parties.

IN WITNESS WHEREOF the City and the Licensee have duly executed this license as of the day and year first above written.

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
MAYOR

_____
CLERK

_____
LICENSEE

SCHEDULE 'A'

Description of that portion of the forty foot municipal strip abutting the licensee's lands.

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SCHEDULE 'B'

Description of that portion of the forty foot municipal strip abutting the licensee's lands that will be licensed to the lot owner for use and maintenance and still leaving land for a future walkway along Burnhamthorpe Road East immediately south of these lands.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
22 141 00007
13 211 00039
13 211 00046
16 111 70082

19.

The Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

Clerks File No. 82-78

REQUEST NO. 104-79 May 17, 1979

LADIES & GENTLEMEN :

SUBJECT : Possible direct access and intersection improvements from Canada Brick and McFarren Brick to Erin Mills Parkway.

SOURCE : General Committee - February 28, 1979, Item #260 (b).

COMMENTS : In considering the application from Canada Brick to increase the annual tonnage from the McFarren Brick Pit, Council requested that the City and Regional staff investigate the possibility of providing direct access from Canada Brick and McFarren Brick to Erin Mills Parkway as well as the intersectional improvements to accommodate the traffic.

RECEIVED
REGISTRY No. 5213
DATE MAY 18 1979
FILE No. 82-78
CLERK'S DEPARTMENT

We have reviewed the proposed construction which will result in the widening of Erin Mills Parkway to four lanes from Eglinton Avenue to Britannia Road by the Region of Peel this year. The design makes adequate provision for the truck movements on to and off Erin Mills Parkway at Thomas Street and Britannia Road.

With respect to direct access, this site has been reviewed by City and Regional staff. As a result we would recommend that no further action be taken on this for the following reasons :

1. The proposed route for the truck traffic from the McFarren Brick Pit to the Canada Brick Plant would be west on Thomas Street to Erin Mills Parkway, north on Erin Mills Parkway to Britannia Road and east on Britannia Road to the Canada Brick driveway.

   The alternative route with direct access to Erin Mills Parkway would involve an access at a point south of Thomas Street to the McFarren Brick Pit and an access

continued ...

19(a)

SUBJECT : Possible direct access and intersection improvements from Canada Brick and McFarren Brick to Erin Mills Parkway.

COMMENTS :
continued ...

to the Canada Brick Pit opposite the existing intersection with Windwood Drive north of Britannia Road. Trucks using this route would pass by 24 existing homes on the west side of Erin Mills Parkway between Britannia Road and Windwood Drive.

In comparison, the proposed route would require the trucks to pass 21 homes on Britannia Road and 6 homes directly adjacent to Thomas Street near the existing McFarren Brick driveway.

The remaining homes on Thomas Street between McFarren Brick and Erin Mills Parkway are not directly exposed to the truck noise since Thomas Street has been re-aligned to the south away from these homes and for a considerable distance is in a deep cut.

As a result, the cost of this re-alignment would only mean that 3 fewer homes would be exposed directly to truck noise, that is 24 homes compared to 27 on the existing route.

2. Considerable length of access road would have to be constructed within the pit areas of both the Canada Brick and McFarren Brick site to provide direct access to Erin Mills Parkway. This would involve considerable expense.

3. Access from the McFarren Brick Plant would be immediately south of a curve in Erin Mills Parkway and would be undesirable because of the speed and traffic volumes on Erin Mills Parkway.

4. An additional median crossing and left-turn lane would be required at the location of the direct access to McFarren Brick which is not presently proposed in the reconstruction plans.

5. The trucks accessing Erin Mills Parkway from the McFarren Brick Pit could be more safely handled at the Thomas Street intersection which could be signalized

continued ...

City of Mississauga

MEMORANDUM

19.

FILE REF : 11 141 00039
22 141 00007
13 211 00039
13 211 00046
16 111 70082

The Chairman and Members
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept Engineering and Works

Clerks File No. 82-78

REQUEST NO. 104-79

May 17, 1979

LADIES & GENTLEMEN :

SUBJECT : Possible direct access and intersection improvements from Canada Brick and McFarren Brick to Erin Mills Parkway.

SOURCE : General Committee - February 28, 1979, Item #260 (b).

COMMENTS : In considering the application from Canada Brick to increase the annual tonnage from the McFarren Brick Pit, Council requested that the City and Regional staff investigate the possibility of providing direct access from Canada Brick and McFarren Brick to Erin Mills Parkway as well as the intersectional improvements to accommodate the traffic.

We have reviewed the proposed construction which will result in the widening of Erin Mills Parkway to four lanes from Eglinton Avenue to Britannia Road by the Region of Peel this year. The design makes adequate provision for the truck movements on to and off Erin Mills Parkway at Thomas Street and Britannia Road.

RECEIVED
REGISTRY No. 5213
DATE MAY 18 1979
FILE No. 82-78
CLERK'S DEPARTMENT

With respect to direct access, this site has been reviewed by City and Regional staff. As a result we would recommend that no further action be taken on this for the following reasons :

1. The proposed route for the truck traffic from the McFarren Brick Pit to the Canada Brick Plant would be west on Thomas Street to Erin Mills Parkway, north on Erin Mills Parkway to Britannia Road and east on Britannia Road to the Canada Brick driveway.

   The alternative route with direct access to Erin Mills Parkway would involve an access at a point south of Thomas Street to the McFarren Brick Pit and an access

continued ...

1966

SUBJECT : Possible direct access and intersection improvements from Canada Brick and McFarren Brick to Erin Mills Parkway.

COMMENTS :
continued ...

if necessary, to provide additional protection. The intersection of Britannia Road and Erin Mills Parkway is of course, already signalized. The alternative access from the Canada Brick site opposite Windwood Drive is not presently signalized. Therefore, it would appear that the trucks could be more safely handled using Thomas Street and Britannia Road rather than by constructing new driveways directly to Erin Mills Parkway.

RECOMMENDATIONS :

1) That adequate provision has been made in the design for the widening of Erin Mills Parkway to provide a left-turn lane for southbound traffic at Thomas Street, and a right-turn lane for northbound traffic at Britannia Road.

2) That no further consideration be given to the provision of direct access to Erin Mills Parkway from either the Canada Brick site or the McFarren Brick site.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

RKW:jb

Approved by:
City Manager

20

City of Mississauga

MEMORANDUM

FILE: 11 141 00039
22 161 00003
17 111 78161
17 111 78150

Chairman and Members
Public Works Committee

From: W. P. Taylor
Dept: Engineering and Works

May 16, 1979

SUBJECT: Proposed Oil Pipe Line Installation from Oakville to Clarkson Junction.

ORIGIN: Request by the Trans-Northern Pipe Line Company to have Council approval for the general routing of the proposed pipe line.

COMMENTS: Trans-Northern Pipe Line Company is proposing to construct a 16" diameter pipe line parallel to its existing 10" diameter pipe line between Oakville and Clarkson, Ontario. This pipe line is approximately 10.4 miles in length of which 1.8 miles is located within the City of Mississauga. A general route map is attached. The proposed pipe line will be situated within a right-of-way that is owned by Ontario Hydro, who have agreed in principle with the installation. Detailed plans are now being prepared.

RECOMMENDATIONS: It is therefore recommended that this installation be approved subject to the following:

1. Standard road cut permits are obtained from the City.
2. Suitable arrangements are made with the City with respect to working hours, etc., in the area of Southdown Road.
3. Suitable arrangements are made with the City with respect to the crossing of Sheridan Creek.

William P. Taylor

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

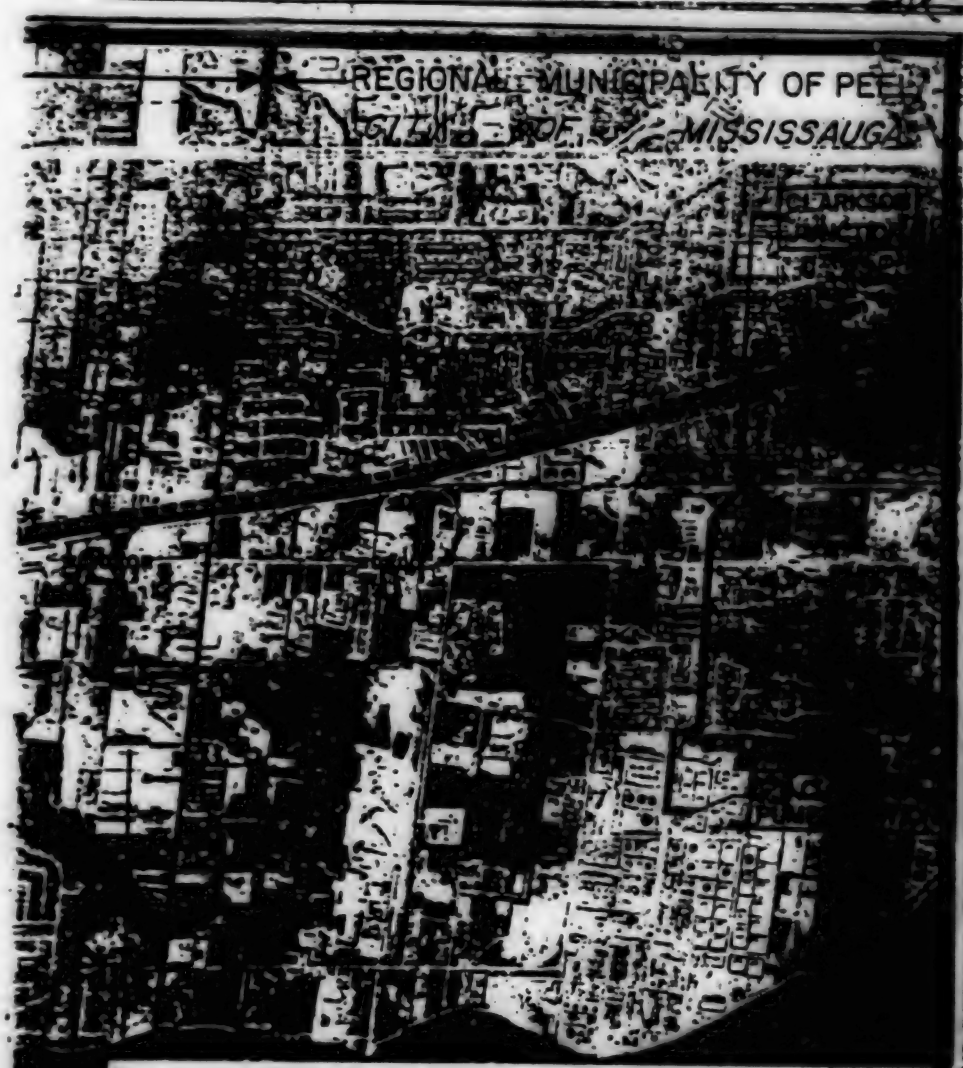
WPT/br

cc: E. Halliday
R. Edmunds
L. Love
D. Ogilvie
K. Cowan
J. V. Falke
B. E. Swedak

RECEIVED
REGISTRY No. 5214
DATE MAY 18 1979
FILE No. 7-79
CLERK'S DEPARTMENT

Approved by:
City Manager

21(a)



TRANS - NORTHERN PIPE LINE CO.
TORONTO ——— ONTARIO

PROPOSED PIPE LINE INSTALLATION
OAKVILLE PUMP STATION
TO
CLARKSON JUNCTION

PHOTO DATE: 1976	SCALE: 1 : 24 000	EXHIBIT C

21

City of Mississauga

MEMORANDUM

Files: 22 141 00007
11 141 00039

Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

REQUEST NO. 1-79
Clerk's File: 35-78

May 17, 1979

SUBJECT: Changes in Regional Road System.

ORIGIN: Report Request No. 1-79.

COMMENTS: Regional Council on December 14, 1978 approved the following changes in the roads system:

1. That Thomas Street from Queen Street to Erin Mills Parkway be deleted from the Regional road system and be reverted to the City of Mississauga as of January 1, 1979.

2. That Erin Mills Parkway in the City of Mississauga from Britannia Road to Highway 401 be assumed as a Regional road as of January 1, 1980.

RECEIVED
REGISTRY No. 5215
DATE MAY 18 1979
FILE No. 35-79 18-79
CLERK'S DEPARTMENT

At the same meeting the recommendation from the Regional Public Works Committee to revert to the City the portion of Mississauga Road and Springbank Road from Erin Mills Parkway to North Sheridan Way was referred back to the City for comment.

For Committee's information the Erin Mills Parkway grade separation at the C.P.R. is presently under construction by the City and should be completed by the end of 1979. We would, therefore, suggest that due to the fact that Erin Mills Parkway from Britannia Road to Highway 401 will be a Regional road effective January 1, 1980 and due to the fact that Erin Mills Parkway between Eglinton Avenue and Britannia Road is presently being reconstructed in 1979, we would recommend that upon completion of the grade separation by the City that the remainder of

..2

COMMENTS - cont'd.

Erin Mills Parkway between Britannia Road and Highway 401 be reconstructed and widened by the Region in 1980.

Insofar as Mississauga Road is concerned, we would advise that City Council on February 13, 1978 has already requested the Region of Peel to revert back Mississauga Road to local authority.

RECOMMENDATIONS:

1. That Mississauga Road and Springbank Road from Erin Mills Parkway to North Sheridan Way be reverted to the City of Mississauga effective January 1, 1980 and that the necessary by-laws be presented to Council and that the Region of Peel be so advised.

2. That the Council of the City of Mississauga request the Council of The Regional Municipality of Peel to include the reconstruction and widening of Erin Mills Parkway from Britannia Road to Highway 401 in the Region's 1980 Capital Budget.

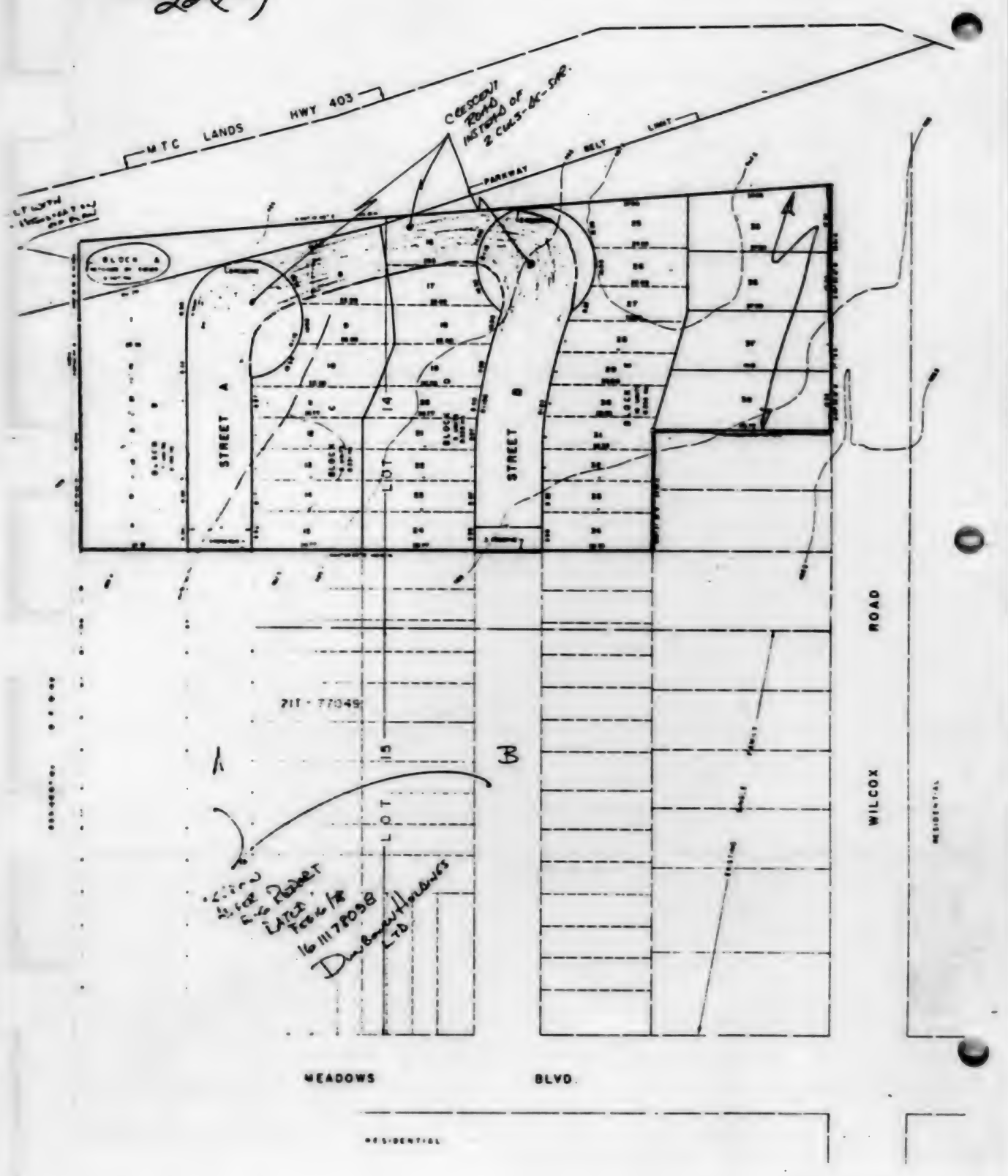
AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. W. J. Anderson, Region of Peel

Approved by:
City Manager

22(lu)


M T C LANDS
HWY 403
CRESCENT ROAD INSTEAD OF 2 CULS-DE-SAC.
PARKWAY
BELT
LIMIT
BLOCK A
STREET A
STREET B
LOT 14
LOT 15
ROAD
WILCOX
RESIDENTIAL
MEADOWS
BLVD.
RESIDENTIAL

23(a)

Chairman and Members - Public Works Committee -

RECOMMENDATIONS: (continued)

2 - That the requirement for the walkway on Block "E" be retained but that the walkway not be constructed until such time as the location of the walkway linkage on the west side of Mississuaga Road has been determined.

Furthermore, that Building Permits be issued for houses on both sides of Block "E" prior to the walkway being constructed.

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday
All Commissioners,
J. R. Beilby.

25.

PUBLIC WORKS

DATE: MAY 18, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF MAY 18, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	May 30/79	11
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	June 30/79	6
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	July 15/79	5
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	July 5/79	7
231-78	Eng. & Works	Traffic By-law/Mississauga Road South and Kedleston Way	G.C. Sept.6/78, Item 1237	June 7/79	5
249-78	Eng. & Works	Construction of a sidewalk on the south side of McCaugherty Road from Durie Rd. to the Credit River	G.C. Sept.13/78, Item 1284	June 17/79	5
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	June 17/79	5
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	June 7/79	2
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	June 12/79	2
23-79	Eng. & Works	Traffic Problems-Orchard Heights Community	Council, Jan.15.79	July 7/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	June 15/79	2

PUBLIC WORKS

DATE: MAY 18, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF MAY 18, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
163-79	Eng. & Works	Enlargement of Culvert on CNR Spur Line at Sheridan Creek	Water Management Advisory Advisory Board of C.V.C.A. meeting of March 26/79 (Memo to W.P. Taylor April 2/79)	May 30/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	June 15/79	0
179-79	Eng. & Works	Resolution from City of Nepean - re. gas and oil spills	G.C. April 18/79-Item 542	June 1/79	0
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	June 30/79	0
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	June 17/79	0

PUBLIC WORKS — OTHER MATTERS —

MAY 18, 1979

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Review of American Drive/Viscount Road Intersection warrants for traffic light installation. This item is monitored by Engineering Department and report is due	March 1979	
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	

25(c)

250

PUBLIC WORKS
MAY 18, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Credit Woodlands Pilot Project which evaluates means of regulating traffic within this community	Public Works Committee, March 1/79	Referred to Traffic Safety Council (J. Murray) for their comments, to be referred back to Public Works Committee
Una & Vey	Public Works Committee April 5/79	To be discussed with Ward Councillor (M. Marland)
All way stop signs at Lorne Park & Truscott Drive	Public Works Committee April 5/79	To be discussed with Ward Councillor (M. Marland)
Twice a week garbage pick-up	Public Works Committee April 20/79	Messrs. Taylor, McDonald, Councillors Dear, Mahoney and Taylor to meeting with Munisan
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

CITY OF MISSISSAUGA

M I N U T E S

MEETING #5

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING	Friday, May 25, 1979
PLACE OF MEETING	COMMITTEE ROOM "A" at 2:00 p.m.
MEMBERS PRESENT:	Councillor K. Dear, Chairman Councillor S. Mahoney Mr. R. Martin Mr. B. Belford Mr. F. Dale Mr. P. Carlson, Vice-Chairman Mr. A. Nemetz Councillor F. McKechnie (for Item 17) Mr. J. Hamill, (for Item #4)
MEMBERS ABSENT:	Councillor F. Hooper (due to illness) Councillor L. Taylor Councillor R. Starr (absent on municipal business)
STAFF PRESENT:	Mr. W. Taylor, Commissioner of Engineering & Works Mr. A. McDonald, Director of Maintenance Engineer. Mr. L. McGillivary, Deputy Clerk Mr. J. Murray, Clerk's Department

Councillor Dear advised the Committee that Councillor Hooper was absent from the meeting due to illness. Councillor Dear said that Councillor Hooper had suffered a mild heart attack and was currently recovering satisfactorily in Mississauga Hospital.

MATTERS CONSIDERED:

1. Report dated May 1, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a request from the Cadet Organization Police School to hold a parade on Lakeshore Road from Shaw Drive to the Credit River on Wednesday evening, June 20, 1979. In his report, Mr. Taylor recommended:

1. (cont'd)

That permission be granted for the holding of a Police Cadet Parade on Lakeshore Road from Shaw Drive to the Credit River on Wednesday, June 20, 1979 at 7:00 p.m., conditional upon the following:

(a) the applicant completing the necessary road closure permit;

(b) The applicant make all necessary arrangements with Peel Regional Police for point duty officers;

(c) the applicant satisfy Mississauga Transit with respect to bus schedules.

File: 29-79

See Recommendation #63
(P. Carlson)

2. Report dated April 20, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the extension of Central Parkway East from Rathburn Road to Eglinton Avenue and the grade separation proposal for Central Parkway at Highway 403. Mr. Taylor advised that the Ministry of Transportation and Communications had requested that the municipality agree to assume the responsibility of 100% of the cost to the municipality of the grade separation at the Central Parkway East Extension and Highway #403 site. The total estimated cost of the work is $2,500.00. of which the municipality's share is $800,000. This capital expenditure is included in the 1981 capital budget. In his report, Mr. Taylor recommended:

(a) That the Ministry of Transportation and Communications be authorized to proceed with the detailed design of the structure at Central Parkway East - Highway #403, to facilitate a Grade Separation of the site,

(b) That the Cost Sharing Legal Agreement indicate that the City's share of the Grade Separation, estimated at $800,000. excluding Engineering, be billed in the approved capital budget year for 1981.

Mr. Taylor advised the Committee that the aforementioned Cost Sharing Agreement would ensure that the work, regardless of whenever it is commenced by the Ministry, will not be billed to the Municipality until 1981. Mr. Taylor also pointed out that the estimated cost to the Municipality does reflect the reduced subsidies granted by the Province for road grade separations.

File: 103-79, PN 78128,
51-79

See Recommendation #64
(S. Mahoney)

3. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposed amendment to the Traffic By-law to implement a fire access route at City Hall. In his report, Mr. Taylor recommended that a by-law amending Traffic By-law #234-75, as amended, be enacted to implement a designated fire route at City Hall.

Mr. Nemetz questioned whether or not the proposed by-law should be attached to the agenda as Mr. Taylor's report refers to the attached by-law. Mr. Nemetz was advised that it was not City policy to attach by-laws to agendas though copies are always available through the Committee Co-ordinator if any members of the Committee wishes to review it, either prior or during the meeting. Furthermore, it was agreed to forward to all citizen members of the Committee, a copy of a typical Fire Access Route By-law.

File: 86-79

See Recommendation #65
(P. Carlson)

4. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a complaint from Mr. J. H. Hamill of 3447 Pinesmoke Cres. with respect to the traffic situation at Tomken Road and Runningbrook Drive. In his report, Mr. Taylor recommended:

(a) That no additional traffic control measures be implemented at the intersection of Runningbrook Drive and Tomken Road at this time,

(b) That the posted speed limit of 40 km/h be raised to 50 km/h on Tomken Road between Bloor Street and Runningbrook Drive and that the necessary by-law to amend Traffic By-law #234-75, as amended, be enacted to implement this change.

Mr. Hamill, who was present at the meeting for the discussion of this item, distributed to the Committee, a letter dated May 24, 1979 from Mr. Chad Murray, President of the Applewood Hills Homeowners' Association, requesting that further consideration of this matter be deferred until such time as the Ratepayers Association has an opportunity to study Mr. Taylor's proposals. Mr. Taylor offered to make available, his department's findings and to review any proposals of the homeowners prior to this matter being considered by the Committee a second time.

File: 86-79
6-79

See Recommendation #66
(S. Mahoney)

5. Report dated May 9, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposed amendment to the Traffic By-law to implement fire access routes at the following locations: 5875 Airport Road, 7340 Copenhagen Road and 3233 Brandon Gate Drive. In his report, Mr. Taylor recommended:

(a) That a by-law to amend Traffic By-law No. 234-75, as amended, be enacted by Council to implement fire access routes at 5875 Airport Road, 7340 Copenhagen Road and 3233 Brandon Gate Drive,

(b) That the agreement forms accompanying the by-law be executed by the Mayor and Clerk.

File: 86-79

See Recommendation #67
(P. Carlson)

6. Report dated March 29, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the need for all-way stops at Truscott Drive and Lorne Park Road. This report was originally considered by the Public Works Committee at its meeting held on April 5, 1979. The Committee agreed to defer further consideration of this item until such time as the Ward Councillor, Margaret Marland, had an opportunity to review the report with the Engineering Department. Councillor Marland had advised that she had no objection to the Committee considering this report at this meeting. Mr. Taylor indicated in his report that an all-way stop would not improve traffic operations or safety, but on a volume basis the warrants for for the installation of all-way stop signs are, in fact, satisfied. Mr. Taylor recommended that his report be received.

Mr. Nemetz suggested that stop signs be installed at Birchwood and Lorne Park Road instead of at the intersection of Lorne Park Road and Truscott Drive. Mr. Taylor indicated that this matter has been carefully reviewed by the Traffic Section of the Engineering Department and he would be happy to provide Mr. Nemetz with his department's findings in this regard.

File: 86-79

See Recommendation #68
(S. Mahoney)

7. Report dated February 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the removal of barricades on Una and Vey Roads. This report was originally considered by the Public Works Committee at its meeting held on April 5, 1979. The Committee agreed to defer further consideration of this item until such time as the Ward Councillor, Margaret Marland, had an opportunity to review the report with the Engineering Department. Councillor Marland had now advised that she had no objection to the Committee considering this report at this meeting.

7. (cont'd)

In his report, Mr. Taylor recommended that Una Road and Vey Road remain open to vehicular traffic.

File: 18-79

See Recommendation #69
(P. Carlson)

8. Report dated May 11, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works and Mr. R. G. B. Edmunds, Commissioner of Planning regarding the utilization of permit parking in various areas of the City of Mississauga where there is a heavy demand for on-street parking facilities. In their report, Messrs. Taylor and Edmunds recommended:

(a) That a programme of on-street permit parking not be implemented in the City of Mississauga,

(b) That areas with reported parking shortages be reviewed on an individual basis with consideration being given to solving the particular problem in one or a combination of the following ways:

(i) provide more parking on the site if feasible

(ii) utilize nearby alternative sites for parking such as shopping centres or school sites,

(iii) rescind the 3 hour parking limitation on nearby streets to allow long term parking.

(c) That the 3 hour parking time limit be rescinded at all times on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane.

(d) That "No Parking Anytime" be implemented on the east side of Glen Erin Drive from Aquitaine Avenue to Derry Road and on the west side of Glen Erin Drive from Aquitaine Avenue to Gananoque Drive.

(e) That "No Parking 8:00 a.m. to 6:00 p.m., Monday to Friday" be implemented on the west side of Glen Erin Drive from Gananoque Drive to Derry Road.

(f) That the 3 hour parking limitation be rescinded between the hours of 6:00 p.m. and 8:00 a.m., Monday to Friday and all day Saturday and Sunday on the west side of Glen Erin Drive between Gananoque Drive and Derry Road to allow unlimited parking during those hours.

8. (cont'd)

Mr. Carlson questioned the proposal to rescind the 3 hour parking limit on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane. Mr. Taylor advised that this proposal would legalize current parking on Gananoque Drive in light of restricted parking facilities in the adjacent Multi Family Developments. Mr. Taylor further pointed out that this proposal would remain in effect until September 30, 1979, at which time, this problem would be reconsidered.

File: 86-79

See Recommendation #70
(P. Carlson)

9. Report dated April 30, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a proposal to construct a left-turn lane on Hurontario Street, south of the Queen Elizabeth Way in front of McDonald's Drive-In Restaurant. In his report, Mr. Taylor recommended that a meeting be held with representatives of McDonald's, the Engineering and Works Department and the Planning Department, to discuss improvements on Highway 10 by constructing a left-turn lane, and also that consideration be given to implementing further improvements by McDonald's acquiring an alternate access from the South Service Road to their property.

File: OZ/50/76

See Recommendation #71
(S. Mahoney)

10. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the assumption of the Municipal Works for Registered Plan M-18, located north of Brandon Gate Drive and west of the 8th Line East in Ward 5. In his report, Mr. Taylor recommended:

(a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan M-18.

(b) That the City release all securities to the Developers, Pearlmac Holdings Limited and Tortown Construction Limited.

(c) That a by-law establishing the road allowance in Registered Plan M-18 as a public highway and part of the municipal highway system of the City of Mississauga, be enacted.

File: R.P. M-18

See Recommendation #72
(P. Carlson)

11. Report dated May 3, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding an amendment to the Traffic By-law to regulate parking and maximum rate of speed on Thomas Street which has recently been transferred from the Region of Peel to the City of Mississauga. In his report, Mr. Taylor recommended that a by-law amending Traffic By-law No. 234-75, as amended, be enacted to implement the "No Parking" and the maximum amount of speed regulations for Thomas Street.

Mr. Nemetz requested that it be recorded in the Minutes that he voted in the negative on this item.

File: 86-79

See Recommendation #73
(P. Carlson)

12. Report dated May 3, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the cost of the replacement of small tools. In his report, Mr. Taylor recommended that his report be received.

File: 24-79
33-79

See Recommendation #74
(A. Nemetz)

13. Report dated May 3, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a request from Mr. Maurice Abrams, Promotion Director, Westwood Mall Retail Merchants Association, for a recycling depot to be established at Westwood Mall and operated by the City. Mr. Taylor indicated that a similar recycling depot has been operating for some time at the Lawrence Plaza, near Bathurst Street in the City of North York. North York indicate that the revenue collected in 1978 was not sufficient to cover operating costs of this venture and, therefore, due to budget restraints, Mr. Taylor suggested that such a recycling depot at Westwood Mall should be operated by the private sector.

In his report, Mr. Taylor recommended that the City not provide a recycling depot at the Westwood Mall and that Mr. Maurice Abrams, Promotion Director, Westwood Mall Retail Merchants Association, 7205 Goreway Drive, Malton, Ontario, be so advised.

File: 59-79

See Recommendation #75
(A. Nemetz)

14. Report dated May 3, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works in which Mr. Taylor advised that the garbage collection by-law (By-law #244-75) prohibits the leaving of garbage on boulevards and that By-law 23-79 prohibits and regulates the obstructing, encumbering, injuring of fouling of highways or bridges and the throwing of rubbish on any highway or bridge. Mr. Taylor recommended that his report be received.

File: 59-79

See Recommendation #76
(P. Carlson)

15. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the re-servicing of a walkway on Douglas Drive between Oakhill Road and Pinetree Way and the relocation of a fence on both sides of the walkway in an attempt to eliminate vandalism and trespassing on adjacent properties. Mr. Taylor indicated, in his report, that he had received a request from the adjacent residents to the walkway for the installation of the chain link fence and a petition from certain residents in the surrounding area requesting that no fence be constructed. In his report, Mr. Taylor recommended:

(a) That the Engineering Department be instructed to complete the construction of the walkway, ten feet in width, the hot-mix paving of the walkway and the installation of a 42 inch chain link fence bordering both sides of the walkway as soon as possible.

(b) That the walkway be constructed approximately along the centreline of Douglas Drive.

(c) That all the people who signed the petition be notified by the Clerk's Department of Council's decision on this matter.

File: 102-79
49-79
126-79

See Recommendation #77
(S. Mahoney)

16. Report dated May 2, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the construction of sidewalks in the Thompson Estates subdivision and the Mississauga Golf Club Associates Development on the North Service Road at the intersection of Mississauga Road. In his report, Mr. Taylor advised that though the terms of the Consolidated Report for both subdivisions required sidewalks on both sides of all the streets, the developer has requested that sidewalks be deleted in order to preserve as many trees as possible in the Thompson Estates subdivision. Mr. Taylor recommended:

(a) That the requirement that sidewalks be constructed on both sides of all streets in the Thompson Estates Subdivision, T-76036 and Mississauga Golf Club Estates, T-77017 with a 66 ft. road allowance, be deleted.

(b) That there be a requirement that sidewalks be constructed on one side of the following streets:

- Fleet Street
- Geran Crescent
- Beaverbrook Way
- Mississauga Road for the frontage of the proposed Mississauga Golf Club Estates, Plan of Subdivision T-77017.

18. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding private use of municipal lands north of Burnhamthorpe Road East between Fieldgate Drive and Ponytrail Drive. Mr. Taylor advised that in 1975 as a condition of registration of Registered Plans M-56 and M-58, a 40' wide strip of land was deeded to the municipality adjacent to the north side of Burnhamthorpe Road. A sidewalk was subsequently installed in the fall of 1978, 3' to the south of the southern limit of the lots in question. Since the construction of the sidewalk, a number of residents backing on to the municipally owned land, have requested that the sidewalk be relocated and that permission be granted to them to use and maintain the municipal lands. In his report, Mr. Taylor recommended:

(a) That the residents of Registered Plans M-56 and M-58, abutting the forty foot wide strip of municipal lands along Burnhamthorpe Road East between Ponytrail Drive and Fieldgate Drive, be permitted to use and maintain these municipal lands under the term of the License, drafted on March 22, 1979, once it is executed and registered on the title of their lots.

(b) That the Engineering and Legal Department complete these licenses in respect to lot owner names, dates costs, and legal land descriptions such that the lot owners may execute these Licenses.

(c) That an asphalt walkway be constructed along Burnhamthorpe Road between Ponytrail Drive and Fieldgate Drive in 1979.

(d) That the Mayor and Clerk be authorized to execute the required License after the License has been executed by the concerned property owners once an alternative walkway has been constructed, south of the lands in question from Ponytrail Drive to Fieldgate Drive on the north side of Burnhamthorpe Rd.

Consideration of this matter was deferred at the request of the City Manager.

File: M-56-M-60

19. Report dated May 17, 1979 from Mr. W. P. Taylor, Commissioner regarding a proposal to permit direct access from Canada Brick and McFarren Brick to Erin Mills Parkway. In his report, Mr. Taylor advised that adequate provision has been made in the design for the widening of Erin Mills Parkway from Eglinton Avenue to Britannia Road to provide a left turn for southbound traffic at Thomas Street and a right-hand turn lane for northbound traffic at Britannia Road. Mr. Taylor, in his report, recommended that no further consideration be given to the provision of direct access to Erin Mills Parkway from either the

19. (cont'd)

Canada Brick site or the McFarren Brick site as adequate provision has been made in the design for the widening of Erin Mills Parkway to provide a left-turn lane for southbound traffic at Thomas Street and a right-turn lane for northbound traffic at Britannia Road.

File: 82-78

See Recommendation #80
(S. Mahoney)

20. Report dated May 16, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding a request from Trans-Northern Pipeline Company for approval of a proposed pipeline installation from Oakville to the Clarkson junction, located east of Southdown Road and north of Lakeshore Road in Ward 2. In his report, Mr. Taylor advised that this pipeline installation is located within the Ontario Hydro right-of-way. Mr. Taylor recommended that the installation of a pipeline from Oakville to the Clarkson junction, located east of Southdown Road and north of Lakeshore Road to be situated within the Ontario Hydro right-of-way be approved subject to the following:

(a) Standard road cut permits are obtained from the City.

(b) Suitable arrangements are made with the City with respect to working hours, etc., in the area of Southdown Road.

(c) Suitable arrangements are made with the City with respect to the crossing of Sheridan Creek.

File: 7-79
43-79

See Recommendation #81
(S. Mahoney)

21. Report dated May 17, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the assumption by the Region of Erin Mills Parkway from Britannia Road to Highway 401 as a Regional Road and the deletion of Thomas Street from Queen Street to Erin Mills Parkway by the Region and its return to the City of Mississauga. In his report, Mr. Taylor recommended:

(a) That Mississauga Road and Springbank Road from Erin Mills Parkway to North Sheridan Way be reverted to the City of Mississauga effective January 1, 1980 and that the Region of Peel be requested to enact the necessary by-law, pursuant to Section 29 (6) of the Regional Municipality of Peel Act.

(b) That the Council of the City of Mississauga request the Council of The Regional Municipality of Peel to include the reconstruction and widening of Erin Mills Parkway from Britannia Road to Highway 401 in the Region's 1980 Capital Budget.

File: 35-79
18-79

See Recommendation #82
(P. Carlson)

22. Report dated May 15, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the reconstruction of parts of Wilcox Road and Meadows Boulevard as part of the Engineering Department's conditions for two proposed draft plans of subdivision, Heldar Holdings, T-79009 and Dunbourne Holdings, T-77049, west of Wilcox Road and north of Meadows Boulevard in Ward 4. In his report, Mr. Taylor recommended:

(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of the plan of subdivision.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road.

Mr. Taylor pointed out that though the aforementioned conditions are quite stringent they are necessary, in light of the difficulties experienced with road conditions and traffic on Wilcox Road at the present time.

File: T-79009
T-77049

See Recommendation #83
(S. Mahoney)

23. Report dated May 18, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the proposed deletion of sidewalks in a development comprising of six individual draft plans located in the north-east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River. The Commissioner of Recreation and Parks indicated that he has no objection to the following recommendation made by Mr. Taylor in his report:

(a) That sidewalks be required on the following streets only in the proposed plans of subdivision under files T-24063, T-24659, T-76028, T-24065, T-25240 and T-76027 located in the north-east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River:

(i) Promontory Drive - both sides - from the south limit of the plan of Bridlepath Trail,

(ii) Bridlepath Trail on the north, west and south sides,

(iii) On the east side of Mississauga Road from Old Burnhamthorpe Road to the north limit of the plan.

23. (cont'd)

(b) That the requirement for the walkway on Block "E" be retained but that the walkway not be constructed until such time as the location of the walkway linkage on the west side of Mississauga Road has been determined.

(c) That Building Permits be issued for houses on both sides of Block "E" prior to the walkway being constructed.

File: T-24063
T-24659
T-76028
T-24065
T-25240
T-76027

See Recommendation #84
(P. Carlson)

24. Report dated May 22, 1979, from Mr. W. P. Taylor, Commissioner of Engineering and Works regarding the 1979 Construction Programme for concrete sidewalks in specific locations within the boundaries of the City of Mississauga. Mr. Nemetz expressed concern that such a report was not included on the agenda and was distributed to the Committee at the meeting. Councillor Dear agreed with Mr. Nemetz' concern, but pointed out that some urgent items must be dealt with promptly and it would not be appropriate for this matter to be deferred until the next regular meeting of the Public Works Committee. In his report, Mr. Taylor recommended:

(a) That approval be given to include in the 1979 Capital Works Programme, construction of concrete sidewalks in specific locations in the City of Mississauga as detailed in this report and as outlined in Proposal 'D' for:

(i) Revus Road at C.N.R.
(ii) Caldwell Avenue (South Side)
(iii) Burnhamthorpe Road (North Side)
(iv) McCaugherty Road (South Side)

(b) That approval be given to include in the 1979 Capital Works Programme for the construction of a concrete walk on Blanefield Road (East Side) and that additional funds of $30,000.00 be allocated by Council to facilitate the Blanefield Road walk.

File: 53-79

See Recommendation #85
(P. Carlson)

25. Report dated May 18, 1979 regarding the Summary of Unfinished Business relating to the Public Works Committee. The Committee agreed to delete Request Card No. 249-78. Regarding the item in "Other Matters" on "Twice a Week Garbage Pick-up", Councillor Dear advised that he had met with the representatives of Munisan along with Councillor Mahoney, and that there was no alternative as far as Munisan was concerned regarding the proposal to have garbage collection for the entire City on Tuesday and Friday to avoid Monday garbage pick-up. Munisan was insistent upon extending the life of the agreement to ensure that their cost of purchasing additional equipment required by the change in service was covered.

Mr. Taylor pointed out that it may be possible to delay the commencement of the Monday pick-up until 10:00 a.m. so that all homeowners and commercial interests would have time on Monday to put out their garbage on Monday morning. Mr. Taylor also pointed out that there would be, undoubtedly, extra costs involved in this proposal, arising out of the fact that the Region of Peel would have to keep the landfill site open later on Monday. Councillor Dear, on behalf of the Committee, requested that Mr. Taylor look into this matter further.

File: 53-79

See Recommendation #86
(S. Mahoney)

26. The Committee agreed on a suggestion from Councillor Mahoney to cancel the regularly scheduled meeting of the Public Works Committee on Thursday, June 7, 1979 at 7:30 p.m., in light of the fact that the next meeting of the Committee is scheduled for Friday, June 15, 1979.

File: 139-79

RECOMMENDATIONS: As Per Report No. 5-79

ADJOURNMENT: 4:00 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE — MAY 25, 1979

REPORT NO. 5-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

63. That permission be granted for the holding of a Police Cadet Parade on Lakeshore Road from Shaw Drive to the Credit River on Wednesday, June 20, 1979, at 7:00 p.m., conditional upon the following:

(a) the applicant completing the necessary road closure permit;

(b) the applicant make all necessary arrangements with Peel Regional Police for point duty officers;

(c) the applicant satisfy Mississauga Transit with respect to bus schedules.

(38-63-79) 29-79

64. (a) That the Ministry of Transportation and Communications be authorized to proceed with the detailed design of the structure at Central Parkway East - Highway #403, to facilitate a Grade Separation of the site.

(b) That the Cost Sharing Agreement between the Ministry of Transportation and Communications and the City of Mississauga indicate that the City's share of the Grade Separation, estimated at $800,000. excluding Engineering, be billed in the approved capital budget year for 1981.

(38-64-79) 103-79
51-79
PN 78128

65. That a by-law amending Traffic By-law #234-75, as amended, be enacted to implement a designated fire route at City Hall.

(38-65-79) 86-79

66. That further consideration of the report dated May 15, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a complaint from Mr. J.H. Hamill of 3447 Pinesmoke Crescent, with respect to the traffic situation at Tomken Road and Runningbrook Drive, be deferred until such time as the Applewood Hills Homeowners' Association has an opportunity to review this matter and have comments prepared for the Public Works Committee's consideration.

(38-66-79) 86-79
6-79

67. (a) That a by-law to amend Traffic By-law No. 234-75, as amended, be enacted by Council to implement fire access routes at 5875 Airport Road, 7340 Copenhagen Road and 3233 Brandon Gate Drive.

(b) That the agreement between the municipality and the land owners regarding installation and maintenance of the fire route signs, be executed by the Mayor and Clerk.

(38-67-79) 86-79

68. That the report dated March 29, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding all-way stop signs at Lorne Park Road and Truscott Drive, be received.

(38-68-79) 86-79

69. That no traffic barriers be built on Una Road and Vey Road and that these roads remain open for through vehicular traffic.

(38-69-79) 18-79

70. (a) That a programme of on-street permit parking not be implemented in the City of Mississauga.

(b) That areas with reported parking shortages be reviewed on an individual basis with consideration being given to solving the particular problem in one or a combination of the following ways:

ITEM 70 CONTINUED

(i) provide more parking on the site if feasible;
(ii) utilize nearby alternative sites for parking such as shopping centres or school sites;
(iii) rescind the 3 hour parking limitation on nearby streets to allow long term parking;

(c) That the 3 hour parking time limit be rescinded at all times on both sides of Gananoque Drive between Glen Erin Drive and Bilbao Lane until September 30, 1979.

(d) That "No Parking Anytime" be implemented on the east side of Glen Erin Drive from Aquitaine Avenue to Derry Road and on the west side of Glen Erin Drive from Aquitaine Avenue to Gananoque Drive.

(e) That "No Parking 8:00 a.m. to 6:00 p.m., Monday to Friday" be implemented on the west side of Glen Erin Drive from Gananoque Drive to Derry Road.

(f) That the 3 hour parking limitation be rescinded between the hours of 6:00 p.m. and 8:00 a.m., Monday to Friday and all day Saturday and Sunday, on the west side of Glen Erin Drive between Gananoque Drive and Derry Road to allow unlimited parking during those hours.

(38-70-79) 86-79

71. That a meeting be held with representatives of McDonald's Restaurants, the Engineering and Works Department, and the Planning Department, to discuss improvements on Highway 10 south of the Queen Elizabeth Way by constructing a left-turn lane and also that consideration be given to implementing further improvements by McDonald's acquiring an alternative access from the South Service Road to its property.

(38-71-79) OZ-50-76

72. (a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan M-18.

(b) That the City release all securities to the Developers, Pearlmac Holdings Limited and Tortown Construction Limited.

ITEM 72 CONTINUED

(c) That a by-law establishing the road allowance in Registered Plan M-18 as a public highway and part of the municipal highway system of the City of Mississauga, be enacted.

(38-72-79) R.P. M-18

73. That a by-law amending Traffic By-law #234-75, as amended, be enacted to implement the "No Parking", the maximum amount of speed, and through street regulations for Thomas Street.

(38-73-79) 86-79

74. That the report dated May 3, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with respect to small tools replaced because of loss and cost of same, be received.

(38-74-79) 24-79
33-79

75. That the City not provide a recycling depot at the Westwood Mall and that Mr. Maurice Abrams, Promotion Director, Westwood Mall Retail Merchants Association, 7205 Goreway Drive, Malton, Ontario, be so advised.

(38-75-79) 59-79

76. That the report dated May 3, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, concerning the garbage collection By-law No. 244-75, which prohibits the leaving of garbage on boulevards and By-law No. 23-79, which prohibits and regulates the obstructing, encumbering, injuring or fouling of highways or bridges and the throwing of rubbish on any highway or bridge, be received.

(38-76-79) 59-79

77. (a) That the Engineering Department be instructed to complete the construction of the walkwayon the unopened road allowance of Douglas Drive, ten feet in width, the hot-mix paving of the walkway and the installation of a 42 inch chain link fence bordering both sides of the walkway as soon as possible.

(b) That the walkway be constructed approximately along the centreline of Douglas Drive.

(c) That all the people who signed the petition be notified by the Clerk's Department of Council's decision on this matter.

(38-77-79) 102-79
49-79
126-79

78. (a) That the requirement contained in the Consolidated Report dated April 14, 1977, for Thompson Estates Subdivision, T-76036 and the Consolidated Report dated September 13, 1977, for Mississauga Golf Club Estates, T-77017, that sidewalks be constructed on both sides of all streets in these subdivisions with a 66 ft. road allowance, be deleted.

(b) That there be a requirement in the Engineering Agreement for these proposed plans that sidewalks be constructed on one side of the following streets:

- Fleet Street
- Geran Crescent
- Beaverbrook Way
- Mississauga Road for the frontage of the proposed Mississauga Golf Club Estates, Plan of Subdivision, T-77017.

(38-78-79) 52-79
T-76036
T-77017

79. That the City of Brampton be advised that the City of Mississauga is prepared to include in the 1980 Current Budget, the amount of money to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R. at an estimated total cost of $20,000.00., subject to the City of Brampton advising the City of Mississauga in what year it intends to carry out this construction.

(38-79-79) 47-79
103-79

80. That no further consideration be given to the provision of direct access to Erin Mills Parkway from either the Canada Brick site or the McFarren Brick Site as adequate provision has been made in the design for the widening of Erin Mills Parkway to provide a left-turn lane for southbound traffic at Thomas Street and a right-turn lane for northbound traffic at Britannia Road.

(38-80-79) 82-78

81. That the installation of an oil pipeline by Trans-Northern Pipe Line Company, from Oakville to the Clarkson junction located east of Southdown Road and north of Lakeshore Road to be situated within the Ontario Hydro right-of-way, be approved subject to the following:

(a) Standard road cut permits are obtained from the City.

(b) Suitable arrangements are made with the City with respect to working hours, etc., in the area of Southdown Road.

(c) Suitable arrangements are made with the City with respect to the crossing of Sheridan Creek.

(38-81-79) 7-79
43-79

82. (a) That Mississauga Road and Springbank Road from Erin Mills Parkway to North Sheridan Way be reverted to the City of Mississauga effective January 1, 1980, and that the Region of Peel be requested to enact the necessary by-law pursuant to Section 29(6) of the Regional Municipality of Peel Act.

(b) That the Council of the City of Mississauga request the Council of The Regional Municipality of Peel to include the reconstruction and widening of Erin Mills Parkway from Britannia Road to Highway 401 in the Region's 1980 Capital Budget.

(38-82-79) 35-79
18-79

83. (a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of proposed plans of subdivision T-79009 and T-77049.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road.

(38-83-79) T-79009
T-77049

84. (a) That sidewalks be required on the following streets only in the proposed plans of subdivision under files T-24063, T-24659, T-76028, T-24065, T-25240 and T-76027, located in the north east quadrant of Mississauga Road and Burnhamthorpe Road west of the Credit River:

(i) Promontory Drive - both sides - from the south limit of the plan of Bridlepath Trail.

(ii) Bridlepath Trail on the north, west and south sides.

(iii) On the east side of Mississauga Road from Old Burnhamthorpe Road to the north limit of the plan.

(b) That the requirement for the walkway on proposed Block "E", in the proposed plan of subdivsion T-76027 and T-76028, be retained but that the walkway not be constructed until such time as the location of the walkway linkage on the west side of Mississauga Road has been determined.

(c) That Building Permits be issued for houses on both sides of proposed Block "E", in the proposed plan of subdivision T-76027 and T-76028, prior to the walkway being constructed.

(38-84-79) T-24063
T-24659
T-76028
T-24065
T-25240
T-76027

85. (a) That the following sidewalks be included in the 1979 Capital Works Program:

(i) Revus Road at C.N.R.
(ii) Caldwell Avenue (south side)
(iii) Burnhamthorpe Road (north side)
(iv) McCaugherty Road (south side)

(b) That the construction of a sidewalk on Blanefield Road (east side), be included in the 1979 Capital Works Program and that additional funds of $30,000.00 be allocated by Council to facilitate the Blanefield Road walk.

(38-85-79) 53-79

86. (a) That the report dated May 18, 1979, regarding the Summary of Unfinished Business relating to the Public Works Committee, be received.

(b) That request card #249-78, dealing with the construction of a sidewalk on the south side of McCaugherty Road, from Durie Road to the Credit River, be deleted.

(38-86-79) 139-79

THE CORPORATION OF THE CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

A G E N D A

Thursday, May 3, 1979, at 7:30 p.m.

COMMITTEE ROOM "A"

Members:

Councillor K. Dear, Chairman
Councillor L. Taylor
Councillor R. Starr
Councillor F. Hooper
Councillor S. Mahoney
Mr. R. B. Martin
Mr. P. Carlson, Vice-Chairman
Mr. B. Belford
Mr. F. J. Dale
Mr. A. S. Nemetz

Prepare by: Clerk's Department
Date: April 30, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

2. (cont'd)

(c) That Marathon Realty make satisfactory arrangements with the Region of Peel for the installation of sanitary sewers and watermains (total estimated cost $60,000.00) and that the City of Mississauga request the Region of Peel to consider a 50/50 split between the Region and the Developer ($30,000.00 Developer, and $30,000.00 Region) and also that the sanitary sewers and watermains be coincident with the timing of the construction of the storm sewers by the City.

(d) That the Developer enter into an agreement with the City of Mississauga that they will not request that Atlantic Avenue be constructed from the south end of the plan of subdivision to Britannia Road until 1981.

It is expected that Mr. Ginou, representing Marathon Realty Co. Ltd., will address the Committee, in this regard.

File: T-79006

RECOMMEND ADOPTION

3. Report dated April 24, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, concerning a request from Vaneck Enterprises Ltd. to pay the cost of placing a structure over the Etobicoke Creek so that Drew Road can be continuous from Torbram Road to Bramalea Road at an estimated cost of $380,000.

Mr. Taylor points out that the owners are prepared to proceed with their plans and to construct Drew Road to the top of the bank of the east and west sides of the Etobicoke Valley Creek lands, enabling the City to proceed with the structure and road work when funding permits. Mr. Taylor, in his report, recommends:

That the following conditions be imposed on Bob-Clare Investments Limited, Plan T-75144

(a) That the developers be required to install all services, and construct Drew Road from Bramalea Road to the top of the west bank of Etobicoke Creek, and also to construct Drew Road from its present westerly terminus to the top of the east bank of the Etobicoke Creek, also including all services.

9. (cont'd)

Subsequently, the Chairman of the By-law and Licensing Committee, Councillor Mahoney and the Commissioner of Engineering and Works have agreed that this matter should more appropriately be dealt with by the Public Works Committee.

Consequently, the Commissioner of Engineering and Works will have available at the meeting, a sketch showing how the Creditview Road and Central Parkway Extensions intersect Burnhamthorpe Road/Eglinton Avenue and Highway #10 for the Committee's information.

File: 126-79

RECOMMEND RECEIPT

10. Report dated April 24, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for all-way stop signs at Joan Drive and Fairview Road West and Joan Drive and Central Parkway West. Mr. Taylor, in his report, advises that from an engineering standpoint, criteria are not met and that the requested all-way stop would serve no useful purpose. Mr. Taylor recommends that all-way "Stop" signs not be implemented at these locations.

File: 86-79

RECOMMEND ADOPTION

11. Report dated April 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to a request for a Street Dance on Pamplona Mews on Saturday June 23, 1979 or Sunday, June 24, 1979 from 3:00 p.m. to 12:00 midnight. The aforementioned request was pursuant to a petition through Mrs. A. Santangelo. Mr. Taylor, in his report, recommends:

(a) That approval be granted to allow the closing of Pamplona Mews on Saturday, June 23, 1979 from 3:00 p.m. to 12:00 midnight.

(b) That approval be granted to allow the closing of Pamplona Mews on Sunday, June 24, 1979 from 3:00 p.m. to 12:00 midnight should inclement weather cause the cancellation of the dance on Saturday, June 23, 1979.

11. (cont'd)

(c) That the residents of Pamplona Mews be required to obtain a "Road Closure" permit from the Engineering Department.

(d) In keeping with the general conditions for the temporary closing of roadways for social activities, the residents will be required to provide proof of liability insurance payable to the City of Mississauga.

File: 29-79

RECOMMEND ADOPTION

12. Report dated April 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to the deletion of a requirement from the Engineering agreement whereby the developer was requested to dedicate the right-of-way required for Rathburn Road West. Mr. Taylor advises that this particular requirement was inserted, assuming the entire plan of subdivision would be registered. However, he advises that the developer has elected to proceed with Phase 1 only. Therefore, it would seem unreasonable to insist on this condition. Mr. Taylor recommends:

(a) That the following Clause 14

"Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the dedication of the right-of-way required for Rathburn Road West through Block B".

be deleted as a condition of registration of Phase I of Creditview Community (T-77060)

(b) That the following Clause 14

"Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the dedication of the right-of-way required for Rathburn Road West through Block B".

be a condition of registration of Phase II of Creditview Community (T-77060).

File: T-77060

RECOMMEND ADOPTION

13. It is expected that Mr. W. Taylor, Commissioner of Engineering and Works will have a report available at the meeting regarding an Engineering Agreement for the construction and maintenance of a 40' storm sewer for Kablan Construction.

File: 84-79

DIRECTION REQUIRED

14. Summary of Unfinished Business relating to the Public Works Committee as of April 30, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

1.

To: Chairman and Members of the Public Works Committee

From: W. P. Taylor, P. Eng., Commissioner

Dept: Engineering & Works

RECEIVED
REGISTRY No. 4345
DATE APR 25 1979
FILE No. 21-79
CLERK'S DEPARTMENT

April 18, 1979

Our Files: 12 241 79012
11 141 00010

SUBJECT: Sodding

ORIGIN: Engineering & Works Department
(1979 Current Works Programme)

COMMENTS: Listed below is a summary of tenders received by the City of Mississauga and opened at a public tender opening on Tuesday, April 3, 1979.

1.	Antson Landscape Services Inc.	$42,215.00 *
2.	Country Sodding Co. Limited	$52,432.00

*Correction

Funds are available for this work in the 1979 Current Works Programme. The engineering estimate for this contract is $38,251.00.

RECOMMENDATIONS:

1. That the contract for Sodding be awarded to Antson Landscape Services Inc., the lowest bidder, at the tendered price of $42,215.00 subject to the approval of the Ministry of Transportation and Communications.

2. That the by-law to authorize execution of the contract for Sodding be approved by Council.

W. P. Taylor, P. Eng.
Commissioner of Engineering & Works

for W. H. Munden
City Treasurer

E. M. Andrews
Director of Purchasing and Supply

WPT:MEH:ag

encls.

c.c. E. M. Halliday
D. A. R. Ogilvie
R. G. B. Edmunds
L. F. Love
K. A. Cowan
E. M. Andrews

FORM 145

2.

City of Mississauga

MEMORANDUM

Files: 16 111 79055
16 111 73133
11 141 00039
11 321 79001(b)

RECEIVED
REGISTRY No. 4379
DATE APR 2 0 1979
FILE No. T79006
CLERK'S DEPARTMENT

To: Chairman and Members of Public Works Committee

From: William P. Taylor, P. Eng., Commissioner, Engineering and Works, and D.A.R. Ogilvie, Commissioner of Finance

Date: April 26, 1979

SUBJECT: Marathon Realty Limited - proposed plan of Industrial Subdivision T-79006.

ORIGIN: Council Meeting of April 23, 1979

COMMENTS: At the above referenced Council Meeting, Marathon Realty's proposal for the development of the industrial lands was reviewed and same was referred to the Public Works Committee for study and report.

Marathon Realty's proposal, in essence, is that it will cost approximately $240,000.00 to construct Atlantic Avenue from Britannia Road to the south limit of Marathon's plan of subdivision. This estimate of $240,000.00 includes road works, storm sewers, sanitary sewers and watermains. As you are aware, sanitary sewers and watermains are under the jurisdiction of the Region of Peel. In fact, Marathon is proposing to contribute 50% of the cost of the roads and services for the section of Atlantic Avenue external to their site together with the normal payment of major road and watercourse improvement levies, $90,000.00 of which would be prepaid prior to the construction of the works being undertaken. The $240,000.00 is made up of $180,000.00 for the City of Mississauga services (roads, streetlighting and storm sewers) and $60,000.00 for Region of Peel services (sanitary sewers and watermains).

If Marathon contributes $120,000.00 ($90,000.00 City, $30,000.00 Region) towards the cost of the roads and services this would cover 50% of the total cost of roads and services and would mean that the City and Region would have to budget for the other 50%.

It should be noted that the $90,000.00 of prepaid levies which was offered to be prepaid by Marathon has already been allocated in the Five-Year Capital Budget by the Commissioner of Finance to existing projects in the Five-Year Capital Budget.

Committee should also be aware that as a result of verbal discussions between myself and the Regional Commissioner of Public Works, Mr. W. J. Anderson is prepared to recommend to his Council that the Region and Marathon share the cost of the sanitary sewer and watermains on a 50/50 basis if that was the ultimate agreement made between the City and Marathon towards the cost of the road.

..2

2(a)

Subject: Marathon Realty Limited

COMMENTS - cont'd.

If this development wishes to proceed in 1980 the storm sewers on Atlantic Avenue between the south limit of the plan of subdivision and Britannia Road could be financed from the $90,000.00 contribution from Marathon Realty. The road works cannot be financed by the City until 1981 and we are recommending that Marathon Realty prepay $90,000.00 of their major watercourse and road improvement levies and that the construction of Atlantic Avenue be financed from these funds in 1981.

RECOMMENDATIONS: That the draft plan of subdivision for Marathon Realty Limited have the following conditions imposed thereon:

1. That Marathon Realty be required to contribute to the City 50% of the cost of the road works and storm sewers for Atlantic Avenue between the south limit of the plan of subdivision and Britannia Road in the amount of $90,000.00 and that the storm sewer construction be financed from these funds in the 1980 Capital Budget.

2. That Marathon Realty be required to prepay $90,000.00 of their major watercourse and road improvement levies and that these funds be used to finance the construction of Atlantic Avenue from the south limit of the plan of subdivision to Britannia Road in the 1981 Capital Budget.

3. That Marathon Realty make satisfactory arrangements with the Region of Peel for the installation of sanitary sewers and watermains (total estimated cost $60,000.00) and that the City of Mississauga request the Region of Peel to consider a 50/50 split between the Region and the Developer ($30,000.00 Developer, and $30,000.00 Region) and also that the sanitary sewers and watermains be coincident with the timing of the construction of the storm sewers by the City.

4. That the Developer enter into an agreement with the City of Mississauga that they will not request that Atlantic Avenue be constructed from the south end of the plan of subdivision to Britannia Road until 1981.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner, Engineering and Works

Approved A R Ogilvie

D. A. R. Ogilvie,
Commissioner of Finance

AEM:dw

c.c. E. M. Halliday
All Commissioners
W. J. Anderson

3.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 75119
11 141 00039
11 321 79001

RECEIVED
REGISTRY No. 4370
DATE APR 26 1979
FILE No. T 75144
CLERK'S DEPARTMENT

Chairman and Members of
Public Works Committee

William P. Taylor, P. Eng.,
Commissioner, Engineering and Works
D. A. R. Ogilvie,
Commissioner of Finance

April 24, 1979

SUBJECT: Proposed Industrial Subdivision, Phase 2, Bob-Clare Investments Limited - T-75144.

ORIGIN: Council Meeting of April 23, 1979

COMMENTS: Bob-Clare Investments Limited are industrial developers in the City of Mississauga and have developed 96 acres east of the proposed plan of subdivision, and are presently developing 130 acres on the west side of Bramalea Road under the name of 285239 Ontario Limited.

The attached letter, dated March 30, 1979, has been received from Vaneck Enterprises Limited, requesting that the City give consideration to paying the cost of placing a structure over the Etobicoke Creek so that Drew Road can be continuous from Torbram Road to Bramalea Road. The cost of the structure and the road work is estimated to be $380,000.00.

The proposal further indicates that the owners are prepared to proceed with their plan (50 acres), and to construct Drew Road to the top of the bank of the east and west sides of the Etobicoke Valley Creek lands, and the City could then proceed with the structure, and the road across the valley, when funding permits.

We believe that Drew Road is a necessary east-west road north of Derry Road - as has been shown in the Official Plan. Therefore, the structure across the Etobicoke Creek, along with the road facility, will have to be constructed to provide a good east-west connection for the industrial lands north of Derry Road.

RECOMMENDATIONS:

That the following conditions be imposed on Bob-Clare Investments Limited Plan T-75144:-

continued....

FORM 145

3(a)

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS: (continued)

1 - That the developers be required to install all services, and construct Drew Road from Bramalea Road to the top of the west bank of Etobicoke Creek, and also to construct Drew Road from its present westerly terminus to the top of the east bank of the Etobicoke Creek, also including all services.

2 - That the developer be required to prepay the Major Watercourse and Storm Drainage Improvement Levies.

3 - That the construction of Drew Road from the west bank of the Etobicoke Creek to the east bank of the Etobicoke Creek, including the structure over the Etobicoke Creek, be included in the 1982 Capital Budget, at a cost of $380,000.00.

4 - That the Etobicoke Creek Valley lands of approximately 11 acres in area be dedicated to the City gratuitously, and that no credit be given for this dedication in the 5% Parks Levy.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,

att.

Donald A. R. Ogilvie
D. A. R. Ogilvie,
Commissioner of Finance.

3 (e)

VANECK ENTERPRISES LIMITED

DEVELOPMENT & MANAGEMENT CONSULTANTS

430 SIGNET DRIVE, WESTON, ONTARIO M9L 2T6

March 30, 1979.

Mr. W. P. Taylor, P. Eng.,
Commissioner, Engineering, Works and
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Re: Proposed Industrial Subdivision, Phase 2
Bob-Clare Investments Limited
Plan T-75144, Area Z49W, File 16-111-75119

Dear Sir:

We are the management agents for Bob-Clare Investments, who developed Plan 964 (96 acres) at the east limit of the plan, and are presently servicing T-74320 (130 acres) on the west side of Bramalea Road.

The proposed 50 acre plan has been delayed for some time, pending the status of Drew Road. It now appears that the City desires to extend Drew Road through from Torbram Road to Bramalea Road and eventually to Dixie Road.

For your reference I enclose a plan (T-5144 Revised) showing the extension of Drew Road across the Etobicoke Creek to Bramalea Road. The Owners are prepared to proceed with this plan and construct Drew Road to the top of the bank at the east and west limits of the Etobicoke Creek Valley lands (shaded red) on the basis that the City construct the necessary structure and roadway across the valley, at it's cost, when finances permit.

Based on a very preliminary study, our Engineers, R. V. Anderson & Associates Ltd. estimate that the cost of the structure, approaches, channelization improvements, roadway etc. will be in the range of $360,000-$380,000. The normal levies of $4,600./acre will produce about $180,000. towards this cost. We will also deed for $1., the 11 acres of valley land, in lieu of Parks Levy on the entire plan, which will provide the lands required for the structure, approaches and channel improvement.

...../2

VANECK ENTERPRISES LIMITED

DEVELOPMENT & MANAGEMENT CONSULTANTS

430 SIGNET DRIVE, WESTON, ONTARIO M9L 2T6

361

We feel this is a reasonable solution to the problem of the extension of Drew Road and if implimented by the City, will quickly produce industrial assessment by late 1979, early 1980. Kindly consider and review this proposal with the relevant authorities, and advise as to your decision.

Yours very truly,

VANECK ENTERPRISES LIMITED

J. C. Vanluyse

JCB/bl
encl.
cc. R. V. Anderson & Assoc. - E. D. Richard
R. Fasken - Bob-Clare Investments

4.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79001(b)
16 111 75170
16 111 7611[illegible]
16 111 75096
16 111 75111
16 111 75083

RECEIVED
REGISTRY No. 4369
DATE APR 26 1979
84-79
FILE No. T 75526 T 23795
T 76041
T 74232
CLERK'S DEPARTMENT

To: Chairman and Members of Public Works Committee

From: William P. Taylor, P. Eng. Commissioner Engineering and Works and D. A. R. Ogilvie, Commissioner of Finance

Dept.

April 24, 1979

SUBJECT: Cut-off sewer for small tributaries to west branch of Etobicoke Creek north of Derry Road.

ORIGIN: Council Meeting of April 23, 1979.

COMMENTS: This storm sewer has been proposed, and approved for construction in 1982 in our 1979-83 Capital Budget. However, it would appear, based on correspondence which we have received from agents for the developers, ie. N. H. D. Developments, Cullotta & Wilhelm, Y. & B. Holdings Limited, and Third Lap, that they would like to proceed with development as soon as possible.

In order that this work could be expedited they are proposing to prepay their Major Watercourse Improvement Levy, and in so doing would provide the City with approximately $700,000.00 in funds.

Since this project is already in our Capital Budget, we are suggesting that if the developers are prepared to prepay their levies, and any shortfall which might exist after tenders are called, it would be reasonable to carry out this storm sewer work prior to 1982 if necessary.

RECOMMENDATIONS:

1 - That prior to the following developments proceeding, i.e. N. H. D. Developments, Culletta, & Wilhelm, Y. & B. Holdings Limited, and Third Lap - T-75526, T-76041, T-74232 and T-23795 respectively - they be required to prepay their Major Watercourse Improvement Levies, and to pay any shortfall in funds for the construction of a storm sewer on Derry Road from the Etobicoke Creek to Highway 410.

2 - That the cut off sewer for small tributaries to the west branch of the Etobicoke Creek north of Derry Road in the 1982 Capital Budget be amended to read - "A Storm Sewer on Derry Road from the Etobicoke Creek to Highway 410 " - with a

continued....

4(a)

Chairman and Members of Public Works Committee - continued

RECOMMENDATIONS: 2 - (continued)

notation that should the developers prepay their Major Watercourse Improvement Levies, and any shortfall that might exist after tenders are called, this project will be advanced to an earlier year.

PT.

William P. Taylor, P. Eng.
Commissioner of
Engineering and Works

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

D. A. R. Ogilvie,
Commissioner of Finance.

6.

Ministry of Transportation and Communications

Ontario

news release

WPI. 79/04/27

FOR IMMEDIATE RELEASE

Ontario introduces new symbolized traffic sign

TORONTO -- A new symbolized traffic sign alerting motorists to pedestrians will soon be seen along many rural highways, Minister of Transportation and Communications Minister James Snow said.

"The new sign will depict a black walking figure on a yellow reflectorized background with a black border," said the Minister.

"Replacing older pedestrian warning signs, the new ones will be phased in as required over the coming months with the majority located on northern routes."

Field observations have indicated accidents too often result when pedestrians cross or walk along highways in rural or low density residential areas.

"It is our hope these signs, located in advance of such areas now, will reduce considerably the number of traffic fatalities," said Snow.

...../2

6(a)

"It is alarming how many people are killed on our highways and how many of these deaths could be prevented if pedestrians and drivers used more common sense," said Snow.

"It's a two-way situation. Drivers should always be aware that pedestrians might be walking along the roadway and pedestrians must be on the lookout for motorists."

Pedestrian fatalities on Ontario highways in 1978 increased 12.7 per cent over the previous year from 252 to 284. And 1977 statistics showed that the primary causes included crossing through moving traffic, running into the roadway and walking on the wrong side of the road.

From: Public and Safety
Information Branch
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8
Telephone: (416) 248-3501

10/4/79

7(a)

Toronto Area Transit Operating Authority

3625 Dufferin Street
Downsview, Ontario
M3K 1Z2
Telex 06-524145
MTC Toronto

April 6, 1979

Mr. W. P. Taylor, P. Eng.
Commissioner, Engineering & Works Dept.
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention: Mr. D. T. Janock
Traffic Co-ordinator

Dear Sir:

Re: Proposed GO Transit Bus Stops on Formentera Road - Meadowvale.

We have been receiving complaints regarding the lack of a regular bus stop in the vicinity of Formentera Road and Shelter Bay Road, therefore we request permission to establish and sign stops as follows:

On the east and west sides of Formentera Road, 200 ft. ± south of Shelter Bay Road, attached to the lamp poles there.

If approved, these signs would remain only for three to four months as a bus routing change is proposed for that time.

Yours truly

W. A. Reid

W. A. Reid
Superintendent
Plant Maintenance

WAR:im

FILE REF: 11 141 00039
13 211 78223

City of Mississauga

MEMORANDUM

//.

Chairman and Members of
the Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

April 26, 1979

LADIES & GENTLEMEN:

SUBJECT: Request for a street dance on Pamplona Mews on Saturday June 23, 1979 or Sunday June 24, 1979 from 3:00 p.m. to 12:00 midnight.

ORIGIN: Residents petition through Mrs. A. Santangelo.

COMMENTS: The residents on Pamplona Mews have requested approval of the closing of the roadway for the purpose of holding a street dance. The dance is proposed for Saturday June 23, 1979 between 3:00 p.m. and 12:00 midnight. Should inclement weather cause a cancellation of the dance, an alternate date of Sunday June 24, 1979 during the same time period has been requested. We have no objection to this proposed roadway closing (sketch attached).

RECOMMENDATIONS:

1) That approval be granted to allow the closing of Pamplona Mews on Saturday June 23, 1979 from 3:00 p.m. to 12:00 midnight.

2) That approval be granted to allow the closing of Pamplona Mews on Sunday June 24, 1979 from 3:00 p.m. to 12:00 midnight should inclement weather cause the cancellation of the dance on Saturday June 23, 1979.

3) That the residents of Pamplona Mews be required to obtain a "Road Closure" permit from the Engineering Department.

4) In keeping with the general conditions for the temporary closing of roadways for social activities, the residents will be required to provide proof of liability insurance payable to the City of Mississauga.

RECEIVED
REGISTRY No. 4443
DATE APR 30 1979
FILE No. 29-79
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

11(a)

6972 Pamplona Mews,
Mississauga, Ontario,
L5N 1S4
April 17, 1979

City of Mississauga,
Engineering and Works Dept.,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2

Gentlemen:

I am writing as a representative of the residents of Pamplona Mews. In previous years you have been kind enough to allow us to close Pamplona Mews for the purpose of a street dance. This is quickly becoming an annual event which everyone looks forward to.

For this year's street dance we are requesting permission for Pamplona Mews to be closed on Saturday June 23rd. 1979, from 3:00 PM to 12:00 midnight. Should Saturday's events be cancelled due to inclement weather, we would like permission to close Pamplona Mews on Sunday June 24th. 1979, from 3:00 PM to 12:00 midnight.

Attached is a petition signed by all of the residents of Pamplona Mews stating that there is no objection to holding this street dance.

I look forward to hearing from you shortly.

Thank-you,
A. Santangelo
A. Santangelo (Mrs.)

APR 20 1979

We, the undersigned residents of Pamplona Mews, Mississauga, Ontario, have no objection to Pamplona Mews being closed on Saturday, June 23, 1979 from 3:30 p.m. to 12:00 p.m. for the purpose of a Street Party and Dance.

6972	A. Santangelo
6970	J. Stella
6966	
6964	
6960	
6958	
6954	Earl Bowkett
6952	
6948	
6946	
6942	Suzanne McKay
6940	Michael + Carol Anne Cullen.
6945	
6947	Ilse Bajin
6951	R. Acchus
6953	HOUSE VACANT
6957	HOUSE VACANT
6959	
6963	Valerie + John
6965	
6969	
6971	

12

City of Mississauga

MEMORANDUM

FILE: 16 111 77122
11 141 00039

To: Chairman and Members
Public Works Committee

From: W. P. Taylor
Dept: Engineering

April 26, 1979

SUBJECT: Condition 14 of the Consolidated Report for plan of subdivision, Mathews Associates - Creditview Community T-77060.

ORIGIN: Request by the developer to delete clause 14 as a requirement for registration of Phase I of the plan.

COMMENTS: Clause 14 states that "Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the dedication of the right-of-way required for Rathburn Road West through Block B". This clause was inserted assuming the entire plan of subdivision would be registered, however, the developer has elected to procede with Phase I only to registration. The Block 'B' referred to in clause 14 is in the easterly portion of Phase II and adjacent to the core area. It would therefore seem unreasonable to insist on the conditions of clause 14 for registration of Phase I.

RECOMMENDATIONS:

1. Clause 14 be deleted as a condition to register phase I of this draft plan of subdivision.
2. Clause 14 be a condition of registration of Phase II which includes Block 'B'.

RECEIVED
REGISTRY No. 4427
DATE APR 27 1979
FILE No. T77060
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JRB/br

cc: E. Halliday
All Commissioners

FORM 145

13

City of Mississauga

MEMORANDUM

To Chairman and Members — From William P. Taylor

Dept. Public Works Committee — Dept. Engineering and Works

April 30, 1979

SUBJECT: Kablan Construction Co.
1104 Fewster Drive
Formerly Decaria & Ierullo
Rezoning Application OZ-31-78
Our File: 16 111 79078

ORIGIN: Required by the Engineering Department as a condition of the above noted rezoning application.

COMMENTS: This municipal servicing agreement covers the construction of 48 feet of a 12 inch diameter storm sewer, and 40 feet of a gabion spillway to provide the storm sewer outlet for an industrial building at the above noted location.

The total estimated cost of this service is $5,000.00.

RECOMMENDATIONS: We, therefore, recommend that the Mayor and Clerk be authorized to execute the Engineering Agreement for Kablan Construction Co. upon receipt of a Letter of Credit in the amount of $5,000.00 and a copy of the required insurance certificate, as outlined in a memo to the City Clerk dated April 20, 1979.

William P. Taylor
Engineering and Works

WPT:kw
cc: City Manager
All Commissioners

FORM 145

CITY OF MISSISSAUGA

M I N U T E S

MEETING NO. 4	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	Thursday, May 3, 1979 at 7:00 p.m.
PLACE OF MEETING:	COMMITTEE ROOM "A"
MEMEBERS PRESENT:	Councillor K. Dear, Chairman Councillor L. Taylor (arrived at 7:25 p.m.) Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney (arrived at 7:45 p.m.) Mr. P. Carlson, Vice-Chairman Mr. F. J. Dale Mr. A. S. Nemetz Mr. B. Belford Mr. R. B. Martin
MEMBERS ABSENT:	Nil
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering & Works Mr. A. McDonald, Director of Maintenance Engineering Mr. R. Lathan, Administrative Supervisor, Clerk's Department

MATTERS CONSIDERED:

1. A report dated April 18, 1979 from Mr. W. P. Taylor, Mr. W. H. Munden and Mrs. E. M. Andrews concerning the tender for sodding. Mr. A. McDonald, Director of Maintenance Engineering, introduced Mr. Vince Campana, representing Country Sodding Co. Ltd. and advised the members of the Committee that there were only two tenders received and the Commissioner of Engineering and Works was recommending that the contract be awarded to Antson Landscaping Service Inc., being the lowest tender. Mr. Vince Campana advised the members of the Committee that he was confused during preparation of the tender and that he had made a gross error in converting gallons to cubic metres. In his tender, he quoted $15.00 per cubic metre for water, when in fact, the price should have been $1.50. It was Mr. Campana's opinion that if this error were taken into consideration, his tender would be the lowest. Various members of the Committee advised Mr. Campana that it was his responsibility to submit a correct tender and that if he had any questions during preparation of the tender, he should have contacted the Engineering Department for assistance.

   File: 21-79

   See Recommendation #51
   (P. Carlson)

2. Report dated April 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, concerning Marathon Realty Limited request for assistance with the financing of the services relative to their proposed plan of industrial subdivision, T-79006. Mr. Ginou, representing Marathon Realty Ltd., advised the members of the Committee that he concurred with Mr. Taylor's recommendations and advised that he would be in touch with the Region of Peel with respect to the 50/50 split between the Region of Peel and Marathon Realty Ltd. for the installation of sanitary sewers and water mains.

File: T-79006

See Recommendation #52
(F. Hooper)

3. Report dated April 24, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, concerning the request from Vaneck Enterprises Ltd. to pay the cost of placing a structure over the Etobicoke Creek so that Drew Road can be continuous from Torbram Road to Bramalea Road. Mr. Taylor advised the members of the Committee that the owners are prepared to proceed with their plans and construct Drew Road to the top of the bank of the east and west sides of the Etobicoke Valley Creek lands, enabling the city to proceed with the structure and road work when funding permits. Mr. Taylor pointed out that this would be facilitated by the prepayment of the Major Watercourse and Storm Drainage Improvement Levies.

Councillor Taylor expressed concern about accepting prepayment of levies and the Commissioner advised Councillor Taylor that he had contacted the Commissioner of Finance and that he had executed the report and agreed that this development could proceed on this basis. Councillor Taylor further pointed out that the Commissioner was making an addition to the 5 year Capital Budget and questioned whether or not the construction of the structure over the Etobicoke Creek was a priority. Commissioner Taylor pointed out that there was no money in any budget for the development of industrial lands and that the City should do what it could to encourage industrial development.

Councillor Hooper stated that there are numerous lands available for industrial development within the City and we must continue to encourage industrial development to obtain the 60/40 residential/industrial ratio. He further pointed out that industry is presently looking at Mississauga as a prime site and that it would not be to the City's advantage to discourage development at this time.

File: T-75144

See Recommendation #53
(F. Hooper)

4. Report dated April 24, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to a cut-off sewer for small tributaries to the west branch of the Etobicoke Creek, north of Derry Road. Mr. Taylor pointed out to the members of the Committee that this storm sewer has been proposed for construction in 1982, however, the developers would like to proceed with the development as soon as possible. In order for this work to be expedited, the developers are proposing to prepay major watercourse levies in the amount of $700,000.

File: T-75526, T-76041
T-74232, T-23795
84-79

See Recommendation #54
(P. Carlson)

5. News Release from the Ministry of Transportation and Communications regarding Ontario introducing a new symbolized traffic sign alerting motorists to pedestrians. It was suggested by the Chairman of the Committee that a copy of the new symbolized traffic sign should be referred to General Committee for their information.

File: 22-79

See Recommendation #55
(A. Nemetz)

6. Report dated April 17, 1979, from Mr. W. P. Taylor with respect to the proposed GO Transit Bus Stops on Formentera Avenue. Councillor Taylor also suggested that the Transit Department should be informed of the placement of these signs on Formentera Avenue.

File: 97-79

See Recommendation #56
(L. Taylor)

7. Report dated April 11, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works concerning a request from the Kinsmen Club of Erin Mills to hold a parade on Saturday, June 23, 1979. The Commissioner advised the members that his department has no objection, provided that the Kinsmen Club obtain approval from the Engineering Department for a road closure permit.

Councillor Hooper advised the members that there are numerous costs related to the Police Department, such as parades and other functions, which are not budgeted for and that it was a possibility that the Police Department may consider levying a charge against the organizers of such functions. He further pointed out that depending upon the route of the parade, various commercial outlets could have their ingress or egress adversely affected.

File: 29-79

See Recommendation #57
(S. Mahoney)

8. The Committee reviewed a sketch showing how the Creditview Road and the Central Parkway Extension would intersect the arterial roads at Burnhamthorpe Rd./Eglinton Avenue and Highway #10. Councillor Mahoney requested whether or not he could have this sketch for consideration by the By-Law and Licensing Committee when they are determining a street name for the Central Parkway Extension. The Commissioner advised him that he could and that it would be available in his office whenever they wished to consider same.

File: 126-79
51-79

See Recommendation #58
(P. Carlson)

9. Report dated April 23, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding a request for all-way stop signs at Joan Drive and Fairview Road West and Joan Drive and Central Parkway West. Councillor Taylor queried why this report was on the agenda as it was his opinion that it should have been referred directly to General Committee for consideration, as these particular stop signs are definitely political signs. Councillor Taylor requested that this report be referred to General Committee without a recommendation.

File: 86-79

10. Report dated April 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to a request for a Street Dance on Pamplona Mews on Saturday, June 23, 1979 or Sunday, June 24, 1979 if inclement weather causes the cancellation of the dance on June 23, 1979.

File: 29-79

See Recommendation #59
(P. Carlson)

11. Report dated April 26, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to the deletion of a requirement from the Engineering agreement whereby the developer was requested to dedicate the right-of-way required for Rathburn Road West. Councillor Taylor expressed the opinion that Rathburn Road should be constructed immediately and that the developer should not be given the option of constructing the extension of Rathburn Road at the time he developed each phase.

Councillor Mahoney pointed out that it was unrealistic to require the developer to complete a road that was not going to service any development.

File: T-77060

See Recommendation #60
(R. Starr)

12. Report dated April 20, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with respect to the execution of an Engineering agreement for Kablan Construction Co., OZ-31-78. Mr. Taylor advised the members of the Committee that upon receipt of the necessary Letter of Credit and the Insurance Certificate, that Council could execute the Engineering Agreement.

File: 84-79

See Recommendation #61
(F. Hooper)

13. Summary of Unfinished Business relating to the Public Works Committee as of April 30, 1979.

File: 139-79

See Recommendation #62
(P. Carlson)

RECOMMENDATIONS: As Per Report No. 4-79

ADJOURNMENT: 8:30 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE — MAY 3, 1979

REPORT NO. 4-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

51. (a) That the contract for Sodding be awarded to Antson Landscape Services Inc., the lowest bidder, at the tendered price of $42,215.00, subject to the approval of the Ministry of Transportation and Communications.

(b) That the by-law to authorize execution of the contract for Sodding be enacted by Council.

(38-51-79) 21-79

52. That draft plan of subdivision T-79006 for Marathon Realty Limited have the following conditions imposed thereon:

(a) That Marathon Realty be required to contribute to the City 50% of the cost of the road works and storm sewers for Atlantic Avenue between the south limit of the plan of subdivision and Britannia Road in the amount of $90,000.00 and that the storm sewer construction be financed from these funds in the 1980 Capital Budget.

(b) That Marathon Realty be required to prepay $90,000.00 of their major watercourse and road improvement levies and that these funds be used to finance the construction of Atlantic Avenue from the south limit of the plan of subdivision to Britannia Road in the 1981 Capital Budget.

(c) That Marathon Realty make satisfactory arrangements with the Region of Peel for the installation of sanitary sewers and watermains (total estimated cost $60,000.00) and that the City of Mississauga request the Region of Peel to consider a 50/50 split between the Region and the Developer and also that the sanitary sewers and watermains be coincident with the timing of the construction of the storm sewers by the City.

ITEM 52 CONTINUED

(d) That Marathon Realty enter into an agreement with the City of Mississauga that it will not request that Atlantic Avenue be constructed from the south end of the plan of subdivision to Britannia Road until 1981.

(38-52-79) T-79006

53. (a) That the developer of proposed plan of subdivision T-75144, Bob Clare Investments Ltd., be required to install all services, and construct Drew Road from Bramalea Road to the top of the west bank of Etobicoke Creek, and also to construct Drew Road from its present westerly terminus to the top of the east bank of the Etobicoke Creek, also including all services.

(b) That the developer, Bob Clare Investments Ltd., be required to prepay the Major Watercourse and Storm Drainage Improvement Levies.

(c) That the construction of Drew Road from the west bank of the Etobicoke Creek to the east bank of the Etobicoke Creek, including the structure over the Etobicoke Creek, be included in the 1982 Capital Budget, at a cost of $380,000.

(d) That the Etobicoke Creek Valley lands of approximately 11 acres in area, be dedicated to the City gratuitously, and that no credit be given for this dedication in the 5% Parks Levy.

(38-53-79) T-75144

54. (a) That prior to the following developments proceeding, i.e. N.H.D. Developments, Culletta & Wilhelm, Y. & B. Holdings Limited and Third Lap - T-75526, T-76041, T-74232 and T-23795 respectively - be required to prepay their Major Watercourse Improvement Levies, and to pay any shortfall in funds for the construction of a storm sewer on Derry Road from the Etobicoke Creek to Highway 410.

ITEM 54 CONTINUED

(b) That the cut off sewer for small tributaries to the west branch of the Etobicoke Creek, north of Derry Road in the 1982 Capital Budget, be amended to read - "A Storm Sewer on Derry Road from the Etobicoke Creek to Highway 410" - with a notation that should the developers prepay their Major Watercourse Improvement Levies, and any shortfall that might exist after tenders are called, this project will be advanced to an earlier year.

(38-54-79) T-75526
T-76041
T-75232
T-23795
84-79

55. That the News Release from the Ministry of Transportation and Communications regarding Ontario introducing a new symbolized traffic sign alerting motorists to pedestrians, be received.

(38-55-79) 22-79

56. That the Toronto Area Transit Operating Authority be permitted to place two GO Transit Bus Stops on Formentera Avenue for a temporary period of approximately four months, and that the Toronto Area Transit Operating Authority and Mississauga Transit be so advised.

(38-56-79) 97-79

57. (a) That approval be granted to the Kinsmen Club of Erin Mills to hold their Strawberry Parade on Saturday, June 23, 1979, from 10:30 a.m. to 11:30 a.m. as outlined in their letter dated March 28, 1979, subject to the approval of the Peel Regional Police.

(b) That an official of the Kinsmen Club of Erin Mills apply to the Engineering Department for a road closure permit at least one full week prior to the date of the parade.

ITEM 57 CONTINUED

(c) That the Information and Public Relations Department advise all Community Groups of the City's policy concerning requests for parades, and further that these Community Groups be advised to contact the Peel Regional Police in the initial planning of the routes, to obtain approval of the routes and the police complement required.

(38-57-79) 29-79

58. That the comprehensive sketch prepared by the City Engineer, showing how the Creditview Road and the Central Parkway Extension would intersect the arterial roads at Burnhamthorpe Road/Eglinton Avenue and Highway #10, be received.

(38-58-79) 126-79
51-79

59. (a) That approval be granted to allow the closing of Pamplona Mews on Saturday, June 23, 1979, from 3:00 p.m. to 12:00 midnight.

(b) That approval be granted to allow the closing of Pamplona Mews on Sunday, June 24, 1979 from 3:00 p.m. to 12:00 midnight should inclement weather cause the cancellation of the dance on Saturday, June 23, 1979.

(c) That the residents of Pamplona Mews be required to obtain a "Road Closure" permit from the Engineering Department.

(d) That in keeping with the general conditions for the temporary closing of roadways for social activities, the residents will be required to provide proof of liability insurance payable to the City of Mississauga.

(38-59-79) 29-79

60. (a) That the following Clause 14 of the Consolidated Report for plan of subdivision T-77060, Matthews Associates, Creditview Community, be deleted as a condition of the registration of Phase I.

"Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the dedication of the right-of-way required for Rathburn Road West through Block B."

ITEM 60 CONTINUED

(b) That the following clause be a condition of registration for plan of subdivision T-77060, Phase II, Creditview Community:-

"Prior to registration of the plan, arrangements shall have been made to the satisfaction of the City for the dedication of the right-of-way required for Rathburn Road West through Block B."

(38-60-79) T-77060

61. That the Mayor and Clerk be authorized to execute the Engineering Agreement for Kablan Construction Co. upon receipt of a Letter of Credit in the amount of $5,000.00 and a copy of the required insurance certificate, as outlined in a memo to the City Clerk dated April 20, 1979, from the Commissioner of Engineering and Works.

Dealt with at May 14 Council Res. 363 - Bylaw 301/79

(38-61-79) 84-79

62. That the report dated April 30, 1979, regarding the Summary of Unfinished Business relating to the Public Works Committee, be received.

(38-62-79) 139-79
131-79

City of Mississauga

MEMORANDUM

LORNA-

To Mr. R. Lathan — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

May 15th, 1979

RE: File 139-79 - Public Works Committee
(April 20, 1979, Report No. 3-79)

Council, at its meeting held on May 14th, 1979, adopted the report of the Public Works Committee meeting held on April 20th, 1979, subject to the following amendment:

Item 40 was referred back to the Public Works Committee at the request of Councillor McKechnie.

JJL/lw

Joan

FORM 145

40. That the report dated April 12, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with regard to the inclusion of $10,000. in the 1980 Current Budget to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R., be received.

(38-40-79) 47-79
103-79

Recommendation
Apr 20/79
Public Meeting

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

APRIL 20, 1979

DEPUTATION:

A. Mr. J. Dunn of Maclean-Hunter Cable TV Limited

File: 139-79

SEE ITEM #1

MATTERS FOR CONSIDERATION:

1. Report dated March 8, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with regard to Underground Cable T.V. facilities in the City of Mississauga. In his report Mr. Taylor advised that Council adopted the following recommendation of General Committee:

"That the Cable T.V. companies be advised:

(a) That their passive equipment must be placed either underground, or in conjunction with Bell Telephone and Hydro pedestal installations.

(b) That the Cable T.V. companies be permitted to locate their active equipment amplifiers and power supplies, above ground until March 1, 1979, on the basis that this active equipment will, where possible, be placed in conjunction with Hydro Transformer and Bell Telephone pedestals."

As a result of the foregoing, it is expected that Mr. J. Dunn of Maclean Hunter Cable T.V. Limited will appear before the Committee and advise that the Cable T.V. Companies will continue to require to place their active equipment (transformers and amplifiers) above ground as they require additional time to field test improved products and procedures.

File: 139-79

RECOMMEND RECEIPT

2. Report dated April 12, 1979 from Mr. W. Taylor, Commissioner of Engineering Works regarding the proposed grade separation at Goreway Drive and the C.N.R. Mr. Taylor advises, in his report, that the Council of the City of Brampton has approved of the new spur line crossing Goreway Drive without specific conditions attached pertaining to the grade separation. Mr. Taylor further advises that the City of Brampton does not have this grade separation in its Five-Year Budget, 1979 to 1984.

2. (cont'd)

However, they are reviewing their priorities with a view to placing this grade separation in a future Five-Year Capital Budget. They are also recommending to the Brampton Council that the City of Brampton and the City of Mississauga share in the cost of a functional study of a grade separation at Goreway Drive and the C.N.R. in 1980. Mr. Taylor recommends that the City of Brampton be advised that the City of Mississauga is prepared to include in the 1980 Current Budget the amount of money to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R. at an estimated total cost of $20,000.00.

File: 47-79
103-79

RECOMMEND ADOPTION

3. Report dated March 22, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Pits and Quarries Control Amendment - 1978. Mr. Taylor advises that Mr. D. Warner introduced the Bill to resolve a serious situation existing in many areas of Ontario regarding abandoned pits and quarries. He further points out that Mr. Warner has requested the Minister of Natural Resources to introduce the bill as a "Government Bill" as soon as possible. Mr. Taylor also advises that in view of Section 453(6), the City does have legislation to proceed on its own with specific site problems, but that added assistance from the Provincial Authorities would be advantageous. Mr. Taylor recommends:

(a) That City Council endorse the private Member's Bill referred to as "The Pits and Quarries Amendment Act - 1978" which has been introduced by Mr. David Warner, M.P.P., subject to the inclusion of the words "owner or" before the word "operator" in Section 3, 20 a.(1). See Bill attached to the report.

(b) That the Clerk inform Mr. D. Warner, M.P.P. of Council's recommendation.

File: 67-79
113-79

RECOMMEND ADOPTION

4. Report dated April 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the designation of Central Parkway East from Rathburn Road to Eglinton Avenue as a main thoroughfare. Mr. Taylor, in his report, advises that his department is presently making a detailed submission regarding subsidy eligibility and the requested designation of Central Parkway East from Rathburn Road to Eglinton Avenue as a main thoroughfare.

4. (cont'd)

He further points out that the Ministry requires a certified copy of resolution by Council designating this road as a main thoroughfare and specifically requesting designation in accordance with Section 80 of the Highway Improvements Act, R.S.O. 1970. Mr. Taylor recommends:

(a) That Central Parkway East from Rathburn Road to Eglinton Avenue be designated as a main thoroughfare.

(b) That the Minister of Transportation and Communications be requested to designate the said roadway as a main thoroughfare in accordance with Section 80 of the Highway Improvements Act, R.S.O. 1970.

File: PN 78128

RECOMMEND ADOPTION

5. Report dated March 19, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding money spent on temporary help during 1978 by the Engineering and Works Department. Mr. Taylor, in his report, advises that the amount spent in total for 1978 was $9,559.00.

File: 33-79
40-79

RECOMMEND RECEIPT

6. Report dated March 30, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Fire Access Route By-law. Mr. Taylor advises that these amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property. Mr. Taylor recommends:

(a) That the by-law to amend Traffic By-law No. 234-75 as amended, be enacted by Council.

(b) That the agreement forms accompanying the By-law revision, be executed by the Mayor and Clerk.

File: 86-79

RECOMMEND ADOPTION.

7. Report dated April 11, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding obstruction of exclusive bus entrance at Clarkson GO Station. Mr. Taylor, in his report, advises that there are two vehicle accesses on Southdown Road servicing the Clarkson GO Station. The most southerly access leads to the general parking area while the northerly access is reserved exclusively for buses. The kiss-n-ride facility for the Clarkson GO Station is provided in the north parking lot which has vehicle access to Bromgrove Road only. This exclusive bus access on Southdown Road has resulted in hazards and delays to buses. To prohibit northbound left turns and legislate "Buses Excepted" at this access would resolve this problem. Mr. Taylor recommends:

(a) That the problem of motorists obstructing the exclusive bus access at the Clarkson GO Station be resolved by the installation of "No Left Turn, Buses Excepted" signing for northbound traffic.

(b) That a by-law to amend Traffic By-law #234-75, as amended, be enacted by Council.

File: 86-79

RECOMMEND ADOPTION

8. Report from Mr. W. Taylor, Commissioner of Engineering and Works regarding the deletion of sidewalks on the Thompson Estates. Mr. Taylor has advised that this report will be available at the meeting.

File: 53-79

DIRECTION REQUIRED

9. Report dated April 17, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the deletion of a Secondary Driveway Access requirement for the development known as Mississauga Commercial Properties (OZ/91/72) located south of Dundas Street East and West of Queen Frederica Drive. Mr. Taylor advises, in his report, that in reviewing this item and the concerned site, they found that the two existing accesses onto Dundas Street East provide sufficient access to this property. It is Mr. Taylor's opinion that this deferred driveway access is no longer required. Mr. Taylor recommends:

(a) That the developer for Mississauga Commercial Properties be advised that the driveway access, as required in Schedule "F" of the Engineering Agreement, from Blundell Road is deleted.

(b) That the requirement in the Engineering Agreement for this secondary access be waived.

File: OZ/91/72

RECOMMEND ADOPTION

10. Report dated April 17, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Chain Link Fence Height Reduction for Creditview Gardens Subdivision, Plan M-204, located north of Kenninghall Boulevard and East of Creditview Road. Mr. Taylor advises, in his report, that his department has recently been approached by both the developer of this plan and a prospective builder, with the request to reduce this fence height requirement down to four feet. He also advises that they have no objection to this minor revision, after having reviewed it with the Recreation and Parks Department the Credit Valley Conservation Authority and the developer's Consulting Engineer. Mr. Taylor recommends:

(a) That the requirement for a six foot chain link fence be deleted, and that the developer be permitted to install a four foot high chain link fence at the rear of Lots 21 - 24 inclusive, and Lots 30 - 35 inclusive Registered Plan M-204.

(b) That the requirement in the Engineering Agreement for the construction of a six foot high chain link fence along the rear of Lots 21 - 24 inclusive and Lots 30 - 35 inclusive, Registered Plan M-204 be waived, and a requirement be substituted therefor to install a four foot high chain link fence.

NOTE: Plan of Subdivision to be available at Committee Meeting

File: M-204

RECOMMEND ADOPTION

11. Report dated April 18, 1979 regarding Summary of Unfinished Business as at April 18, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

Our file : 11 141 00039
22 151 00001

The Chairman and Members of
The Public Works Committee

W. P. Taylor, P. Eng., Commissioner,
Engineering and Works Department

March 8, 1979

SUBJECT : Underground Cable T.V. facilities in the City of Mississauga.

SOURCE : Engineering and Works Department

COMMENTS : On February 27, 1978, a verbal presentation was made to General Committee by a representative of the Cable T.V. Companies advising that the cable companies are continuing to investigate methods of placing cable T.V. equipment underground, however, that they have not yet found a satisfactory method. At that Council meeting, the following recommendation #267 was approved:

"That the Cable T.V. companies be advised:

(a) That their passive equipment must be placed either underground, or in conjunction with Bell Telephone and Hydro pedestal installations.

(b) That the Cable T.V. companies be permitted to locate their active equipment amplifiers and power supplies, above ground until March 1, 1979, on the basis that this active equipment will, where possible, be placed in conjunction with Hydro Transformer and Bell Telephone pedestals. "

RECEIVED
REGISTRY No. 2533
DATE MAR 9 1979
FILE No. 139-79
CLERK'S DEPARTMENT

As a result of the foregoing recommendation, Mr. J. Dunn of Maclean Hunter Cable T.V. acting as a representative for the cable companies, has advised this department by letter dated February 28, 1979 (copy enclosed), that the cable T.V. companies will continue to require to place their active equipment (transformers and amplifiers) above ground as they require additional time to field test improved products and procedures.

Mr. Dunn of Maclean Hunter Cable T.V. has also indicated that he will attend this Public Works Committee meeting to answer any queries regarding the subject.

..... CONTINUED .....

To : The Chairman & members of
the Public Works Committee

March 8, 1979

RECOMMENDATION : That the report from the Commissioner of Engineering and Works dated March 8, 1979 regarding the placing of Cable T.V. equipment underground, be received.

William P. Taylor

W. P. Taylor, P. Eng.
Commissioner,
Engineering and Works Department

WPT:sa

Approved by:
City Manager

Encl.

cc : City Manager
Commissioner of Planning
Commissioner of Rec. & Parks
Commissioner of Building
Commissioner of Finance
Mr. J. Dunn, MacLean Hunter Limited.

Maclean-Hunter
Cable TV
Limited

27 FASKEN DRIVE, REXDALE, ONTARIO. M9W 1K7 416-675-5930

February 28, 1979

Mr. William Taylor
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir

This letter is a further report on underground Cable TV facilities in the city of Mississauga.

At the present time we still find it necessary to locate our active equipment above ground due to corrosive and drainage problems. New design concepts allow a minimal placement of pedestals but extensive repair maintenance results in lengthly outages and disatisfied subscribers.

The cable companies serving Mississauga, are testing new construction methods to alleviate as many of the problems as possible, but we still require more time to field test improved products and procedures.

I would therefore propose that passive equipment be allowed in pedestals adjacent to Hydro transformers not to exceed transformer height or width and all other flush to grade.

Yours truly

MACLEAN HUNTER CABLE TV LIMITED

Jim Dunn
Planning Department

JD/kf

c.c. Mr. P. Knox Credit Valley Cable TV/FM
Mr. D. Hiney Rogers Cable TV Limited
Mr. I. Grossoti Oakville Cable TV Limited

2

City of Mississauga

MEMORANDUM

Files: 16 111 73030
11 141 00039

Chairman and Members of the
Public Works Committee

RECEIVED
REGISTRY No. 3928
DATE APR 17 1979
FILE No. 47-79
103-79
CLERK'S DEPARTMENT

Mr. William P. Taylor, Commissioner

Engineering and Works

April 12, 1979

SUBJECT: Proposed grade separation at Goreway Drive and the C.N.R.

ORIGIN: Council Meeting, March 12, 1979 - Resolution No. 182.

COMMENTS: In accordance with Resolution No. 182, we have met with the Commissioner of Engineering for the City of Brampton to discuss cost sharing of a functional study for a grade separation at Goreway Drive and the C.N.R. We wish to advise Committee that the Council of the City of Brampton has approved of the new spur line crossing Goreway Drive without any specific conditions attached pertaining to a grade separation. However, at the time of application to the Canadian Transport Commission a request can be made for consideration by the C.T.C. to require the C.N.R. to pay 5% of the cost of the grade separation.

We would also like to advise Committee that the City of Brampton does not have this grade separation in their Five-Year Budget, 1979 to 1984, however, they are presently reviewing their priorities with a view to placing this grade separation in a future Five-Year Capital Budget and also recommending to the Brampton Council that the City of Brampton and the City of Mississauga share in the cost of a functional study of a grade separation at Goreway Drive and the C.N.R. in 1980.

RECOMMENDATION: That the City of Brampton be advised that the City of Mississauga is prepared to include in the 1980 Current Budget the amount of money to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R. at an estimated total cost of $20,000.00.

William P. Taylor

WPT:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. Halliday
All Commissioners

City of Mississauga

MEMORANDUM

Our files : 11 141 00039
22 121 00002

3

The Chairman and Members of
The Public Works Committee

W. P. Taylor, P. Eng., Commissioner,
Engineering and Works Department.

March 22, 1979

SUBJECT : Pits and Quarries Control Amendment - 1978.

ORIGIN : Request for Report No. 98-79.

COMMENTS : A communication dated February 22, 1979 was received from Mr. David Warner, M.P.P. Scarborough-Ellesmere, requesting Mississauga Council support for the above legislation.

Mr. Warner originally introduced the Bill to resolve a serious situation existing in many areas of Ontario regarding abandoned pits and quarries.

Since the Bill was classified as a "Private Member's Bill", its discussion in the immediate future was uncertain. Therefore, Mr. Warner has requested the Minister of Natural Resources to introduce the Bill as a "Government Bill" as soon as possible.

The Municipal Act enables each Municipality to solve specific problems under Section 453(6) which states that:

"By-laws may be passed by the Council of every Municipality:

(6) for making regulations as to pits, precipices and deep waters and other places dangerous to travellers within the Municipality or within any defined area or areas thereof."

Therefore, in view of section 453(6), the City does have legislation to proceed on its own with specific site problems. Added assistance from the Provincial Authorities would be advantageous in this regard.

The Borough of Scarborough has reviewed the Pits and Quarries Control Amendment act - 1978, and their Council fully endorses the legislation as proposed.

RECEIVED
REGISTRY No. 3479
DATE APR 3 1979
FILE No. 67-79
113-79
CLERK'S DEPARTMENT

..... continued .....

3(a)

To : Chairman and Members of
the Public Works Committee

March 22, 1979

RECOMMENDATION : a) That City Council endorse the private Member's Bill referred to as "The Pits and Quarries Amendment Act - 1978" which has been introduced by Mr. David Warner, M.P.P., subject to the inclusion of the words "owner or " before the word "operator" in Section 3, 20 a.(1). See Bill attached to the report.

b) That the Clerk inform Mr. D. Warner, M.P.P. of Council's recommendation.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

BES:sa

Encl.

cc : City Manager
Commissioner of Planning
Commissioner of Building
Commissioner of Finance
Commissioner of Rec. & Parks.

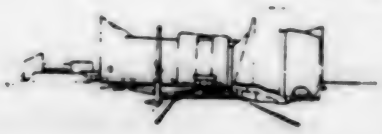
J.J. Poots, A.M.C.T.
Borough Clerk

J.W. Nigh, A.M.C.T.
Deputy Borough Clerk

Borough of Scarborough

150 Borough Drive
Scarborough Ont M1P 4N7
Refer to J. de Barros... Telephone (416) 438-7288...

3(low)



File No. 1.832-2

February 6, 1979.

RECEIVED
REGISTRY No. 2416
DATE MAR 7 1979
FILE No. 67-79
113-79
CLERK'S DEPARTMENT

Mr. David Warner, M.P.P.,
Scarborough-Ellesmere,
Room 229, North Wing,
Legislative Assembly Building,
Queen's Park,
Toronto, Ontario, M7A 1A1.

Dear Mr. Warner:

Regulation and Safety of Inoperative Pits and Quarries

Council at its meeting on February 5, 1979, fully endorsed the legislation you are seeking to introduce through the Minister of Natural Resources as a Government Bill which would ensure that abandoned pits and quarries will not constitute a danger to the public. A copy of Clause 6 of Report No. 2 of the Building, Fire and Legislation Committee as adopted by Council, which deals with this matter is attached for your information.

The accidental drowning last year in a gravel pit pond at the north-east corner of Military Trail and Morningside of Todd Rosler, age 15 years, is also of concern to this Council and has emphasized the need for this particular type of hazard to be remedied. Consideration is, therefore, presently being given to the enactment of a by-law under Section 453(6) of The Municipal Act in order to ensure as soon as possible the maintenance of safe conditions or the prompt reclamation of all the inoperative pits and quarries within this Municipality.

The attention you have given to this matter is appreciated and I shall keep you advised of any further action taken by Council in due course.

Yours truly,

J. J. Poots,
Clerk.

:jb
Encl.

3(a)

BOROUGH OF SCARBOROUGH

Clerk's Department

Recommendation embodied in Report No. 2 of the Building, Fire & Legislation Committee adopted by Council at its meeting held on February 5, 1979

6. Regulation of Inoperative Pits and Quarries

Committee received the following communication (November 30, 1978) from Mr. David Warner, MPP Scarborough-Ellesmere, viz:

"Unfortunately on July 17, 1978 Todd Rosler, age 15 years, drowned in an abandoned gravel pit located near Morningside Avenue and Military Trail. Council Members may be aware that, whilethe Abandoned pit is presently in an unsafe condition, such was not always the case. For several years water did not exist in the abandoned pit but a couple of years ago an underground stream worked its way into the pit, thus causing a hazard.

I have introduced a Bill which I believe addresses a serious situation existing in many areas of Ontario. Because my Private Member's Bill may not be called in the immediate future, I am requesting the Minister of Natural Resources to introduce my Bill as a Government Bill as soon as possible.

In the interim I believe that an existing section of the Municipal Act enables Scarborough to solve the particular hazard of the abandoned pit at Morningside and Military Trail. Section 453(6) states that,

> "By-laws may be passed by the Council of every municipality:
> (6) for making regulations as to pits, precipices and deep waters and other places dangerous to travellers within the municipality or within any defined area or areas thereof."

The other Section which may prove useful is Section 354(122), (123).

I am requesting that this subject be placed on the agenda of the Works and Transportation Committee as soon as possible and urge your support of whatever measures are needed to assure a safe condition at the site of the abandoned pit. I would appreciate the opportunity to appear before that Committee to present my concerns and answer questions."

Mr. David Warner attended upon Committee and his comments were heard.

COMMITTEE REPORTS that the matter of enacting a By-law under the authority of the Municipal Act is presently under consideration by Committee to regulate the safety or prompt reclamation of inoperative pits and quarries to acceptable Borough standards.

COMMITTEE RECOMMENDS that Council endorse the Private Member's Bill referred to in the foregoing communication, which has been introduced by Mr. David Warner, MPP, subject to the inclusion of the words "owner or" before the word "operator" in Section 3, 20a.(1). (See Bill attached as Schedule "E" to this report).

3(d)

Explanatory Note

The Pits and Quarries Control Amendment Act, 1978

The purpose of the Bill is to authorize the Minister of Natural Resources to direct that a pit or quarry be graded or filled in when it constitutes a danger to the public and is no longer in operation in order to ensure public safety.

SCHEDULE "E"

cf. Clause

An Act to amend
The Pits and Quarries Control Act, 1971

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

s.2, re-enacted

1. Section 2 of The Pits and Quarries Control Act, 1971, being chapter 96, is repealed and the following substituted therefor:

Application of Act

2.-(1) This Act, except section 20a, applies only in such parts of Ontario as are designated by the Lieutenant Governor in Council by regulation.

Idem

(2) Section 20a applies in all parts of Ontario.

s.20, amended

2. Section 20 of the said Act is amended by adding thereto the following subsection:

Application of s.20a

(4) Notwithstanding subsections 1, 2 and 3, section 20a of this Act applies to every pit and quarry in Ontario whether or not the pit or quarry was in operation on the day The Pits and Quarries Control Amendment Act, 1978 came into force.

s.20a, enacted

3. The said Act is amended by adding thereto the following section:

Minister's direction re unsafe pit or quarry

20a.-(1) Notwithstanding anything in this Act, where the Minister is of the opinion that an abandoned pit or quarry or a pit or quarry at which operations have ceased constitutes a danger to the public, the Minister may direct the operator of the pit or quarry to level and grade the floor thereof, or to fill in the pit or quarry or to take such other steps that will ensure that the pit or quarry is in a safe condition.

Idem

(2) If the operator of a pit or quarry does not comply with a direction of the Minister under subsection 1, the Minister may authorize any person or persons to enter upon the premises on which the pit or quarry is situate and perform such work as is required by the direction and the operator is liable for the cost thereof.

Commencement

4. This Act comes into force on the day it receives Royal Assent.

Short title

5. The short title of this Act is The Pits and Quarries

4

City of Mississauga
MEMORANDUM

Files: 17 111 78128
11 141 00011

Chairman and Members
Public Works Committee

William P. Taylor
Engineering & Works

April 9, 1979

SUBJECT: Central Parkway East

ORIGIN: 1979 Capital Works Program and the
Highway 403 - Central Parkway Grade Separation

COMMENTS: The Engineering Department is presently making a detailed submission regarding subsidy eligibility and the requested designation of Central Parkway East from Rathburn Road to Eglinton Avenue as a main thoroughfare.

The Ministry requires a certified copy of resolution by Council designating this road as a main thoroughfare and specifically requesting designation in accordance with Section 80 of the Highway Improvements Act, R.S.O. 1970.

Section 80 of the Public Transportation and Highway Improvements Act reads as follows:

"Where the whole or a part of an original township lot has been subdivided into lots and is being developed for building purposes, the expenditure made on the opening or constructing of any road therein are not properly chargeable to road improvement under this part unless the road is a main thoroughfare for traffic or is designated and laid out as such and is so designated by the Minister."

RECEIVED
REGISTRY No. 3744
DATE APR 10 1979
FILE No. PW 78128
CLERK'S DEPARTMENT

RECOMMENDATIONS:
1. That Central Parkway East from Rathburn Road to Eglinton Avenue be designated as a main thoroughfare.
2. That the Minister of Transportation and Communications be requested to designate the said roadway as a main thoroughfare in accordance with Section 80 of the Highway Improvements Act, R.S.O. 1970.

William P. Taylor, P. Eng.
Commissioner

LGT/sr

cc: City Manager
All Commissioners

FORM 145

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

5

Chairman and Members
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

RECEIVED
REGISTRY No. 3027
DATE MAR 22 1979
FILE No. 33-79
40-79
CLERK'S DEPARTMENT

March 19, 1979

SUBJECT: Money spent on temporary help during 1978 by the Engineering and Works Department.

ORIGIN: Request for Report Number 67-79 - Budget discussions February 13, 1979, Clerk's File Reference 40-79 and 33-79.

COMMENTS: During the 1979 budget discussions we were asked to report on the amount of money spent in 1978 by the Engineering and Works Department - Administration Budget - Pages 692 and 693.

We would advise that the amount spent in total for 1978 was $9,559.00.

RECOMMENDATION: That the report of the Commissioner of Engineering and Works, dated March 19, 1979, with respect to the amount of money spent on temporary help during 1978 by the Engineering and Works Department - Administration Budget - Pages 692 and 693 - be received.

for William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
B. J. Austin.

FILE REF: 11 141 00039
13 211 00217

6

City of Mississauga

MEMORANDUM

Chairman and Members of the
Public Works Committee
City of Mississauga

William P. Taylor, P. Eng., Commissioner
Engineering and Works

March 30, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire Access Route By-Law.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law #234-75, as amended, be adding to Schedule XVIII, a number of listings under Designated Fire Routes.

These amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property.

Accompanying this By-Law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECOMMENDATIONS:

1) That the attached draft By-Law amending Traffic By-Law #234-75, as amended, be approved.

2) That the Agreement Forms accompanying this By-Law revision as contained herein, be executed by the Mayor and Clerk.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 3571
DATE APR 4 1979
FILE No. 86-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
11 161 00011
13 211 00011

4

Chairman and Members of the
Public Works Committee
City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

April 11, 1979

LADIES & GENTLEMEN:

SUBJECT: Obstruction of exclusive bus entrance at Clarkson GO Station.

ORIGIN: Mr. Don Thompson, Safety Officer at Mississauga Transit.

COMMENTS: There are two vehicle accesses on Southdown Road servicing the Clarkson GO Station. The most southerly access leads to the general parking area while the northerly access is reserved exclusively for buses. The kiss-n-ride facility for the Clarkson GO Station is provided in the north parking lot which has vehicle access to Bromsgrove Road only. This area is not convenient for patrons residing south of the GO Station. These patrons have practiced use of the exclusive bus access on Southdown Road for this purpose which has resulted in hazards and delays to buses. To prohibit northbound left turns and legislate "Buses Excepted" at this access would resolve this problem.

RECOMMENDATIONS:

1) That the problem of motorists obstructing the exclusive bus access at the Clarkson GO Station be resolved by the installation of "No Left Turn, Buses Excepted" signing for northbound traffic.

2) That the attached draft by-law to amend Traffic By-Law #234-75, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

L:mk
Att.

c.c. E.M. Halliday
All Commissioners

9

City of Mississauga

FILE REFERENCE: 16 111 73126
11 141 00039

Chairman and Members
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

April 17, 1979

SUBJECT: Deletion of a Secondary Driveway Access requirement for the development known as Mississauga Commercial Properties (OZ/91/72) located south of Dundas Street East and West of Queen Frederica Drive.

ORIGIN: Schedule "F" of the Engineering Agreement among Whitehorn Investments Limited et al, The City of Mississauga, and The Region of Peel, dated April 7, 1976.

COMMENTS: Schedule "F" of the Engineering Agreement for the Mississauga Commercial Properties Development outlines certain deferred works to be undertaken when the development is substantially complete. With this status being achieved, we note that these deferred works require the developer to construct a paved access driveway, 20' wide, on a right-of-way to be made available by the City to Blundell Road. Such an access was to be for the sole use of the concerned development.

In reviewing this item and the concerned site, we find that the two existing accesses onto Dundas Street East provide sufficient access to this property. It has been further noted that if the City intended to obtain this right-of-way, expropriation of external private lands would have to be initiated. Such a step, we feel, would not be successful as no reasonable necessity could be demonstrated with the sufficient access already existing. Accordingly, it is our opinion that this deferred driveway access is no longer required.

RECOMMENDATIONS:

1 - That the developer for Mississauga Commercial Properties be advised that the driveway access, as required in Schedule "F" of the Engineering Agreement, from Blundell Road is deleted.

2 - That the requirement in the Engineering Agreement for this secondary access be waived.

WPT.mh

William P. Taylor, P. Eng.
Commissioner.

c.c. E. M. Halliday,
All Commissioners.

10

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 72116
11 141 00039

Chairman and Members
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

April 17, 1979

SUBJECT: Chain Link Fence height reduction -
Creditview Gardens Subdivision - Plan M-204-
Located north of Kenninghall Boulevard and East of
Creditview Road.

ORIGIN: Engineering Agreement among 247555 Investments Limited, The City of Mississauga, and the Region of Peel, dated April 27, 1977.

COMMENTS: Within the terms of the Engineering Agreement, a condition was set for the provision of a six foot high chain link fence along the rear lot lines of Lots 21 - 24 inclusive, and Lots 30 - 35 inclusive, Registered Plan M-204

This department has recently been approached by both the developer of this plan,and a prospective builder,with the request to reduce this fence height requirement down to four feet.

Upon reviewing this with the Recreation and Parks Department, the Credit Valley Conservation Authority, and the developer's Consulting Engineer, we find that we have no objection to this minor revision.

RECOMMENDATIONS: 1 - That the requirement for a six foot chain link fence be deleted, and that the developer be permitted to install a four foot high chain link fence at the rear of Lots 21 - 24 inclusive, and Lots 30 - 35 inclusive, Registered Plan M-204.

2 - That the requirement in the Engineering Agreement for the construction of a six foot high chain link fence along the rear of Lots 21 - 24 inclusve and Lots 30 - 35 inclusive, Registered Plan M-204 be waived, and a requirement be substituted therefor to install a four foot high chain link fence.

NOTE: Plan of Subdivision to be available at Committee Meeting.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners.

LEGEND

STOP SIGN	R-1	
STREET NAME SIGN		
STOP SIGN & NO EXIT SIGN	R-1 & G-12	
KEEP RIGHT SIGN	R-20 above W-54-L	
TREE SCREENING		

SUCTION HOOK NORTH

CREDIT

GABION WALL DETAILS ON DWG. No. DET. 2

GABION WALL SECTION A-A

GABION WALL SECTION B-B

SILT FENCE TO BE INSTALLED PRIOR TO CONSTRUCTION. FENCE ON LOTS 31 TO 35 TO BE REMOVED JUST PRIOR TO, AND REPLACED IMMEDIATELY AFTER COMPLETION OF SLOPE STABILIZATION WORKS.

6' MESH CHAIN LINK FENCE ... PER STD A - 9740 TO BE INSTALLED ALONG REAR LINE OF LOTS 21 TO 24 ... TO BE REMOVED AFTER COMPLETION OF ALL WORKS IN THIS AREA

DRIVE

PLACE

35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19

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CITY OF MISSISSAUGA

M I N U T E S

MEETING NO. 3	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	Friday, April 20, 1979 at 2:00 p.m.
PLACE OF MEETING:	COMMITTEE ROOM "A"
MEMBERS PRESENT:	Councillor K. Dear, Chairman Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. P. Carlson, Vice Chairman Mr. F. J. Dale Mr. A. S. Nemetz
MEMBERS ABSENT:	Councillor L. Taylor (on vacation) Mr. B. Belford Mr. R. B. Martin
OTHERS PRESENT:	Councillor F. Bean Councillor M. Marland (arrived at 3:39 pm)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director of Maintenance Engineering Mr. R. Lathan, Administrative Supervisor, Clerk's Department

At the commencement of the meeting, Mr. Nemetz expressed the concern that in his opinion the Minutes of the Public Works Committee meetings were not being dealt with pursuant to the provisions of the Procedural By-law. Mr. Lathan, Secretary of the Public Works Committee and Councillor K. Dear, Chairman, explained to Mr. Nemetz the manner in which minutes of all committee meetings were handled.

The Chairman, Councillor K. Dear, ruled that the minutes were processed in accordance with the Procedural By-law. Mr. Nemetz then challenged the Chair's ruling. On motion of Councillor Mahoney, the Chair's decision was upheld.

Mr. Nemetz requested to be recorded as voting in the negative.

MATTERS CONSIDERED:

1. A report dated March 8, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works with regard to Underground Cable T.V. installations, together with a report on the status of Underground Cable T.V. construction presented by Mr. Di Lecce and Mr. James Dunn representing Maclean-Hunter Cable T.V. Ltd. Mr. Di Lecce also showed a video tape of various underground installations, indicating damage caused to these installations by water seepage, salt and corrosion.

   In his report, Mr. Di Lecce points out that cable manufacturers are reluctant to design equipment for underground or flush-to-grade environment as the demand for this equipment is very low on a world wide basis . Mr. Di Lecce went on to explain the problems encountered in placing amplifiers in flush-to-grade enclosures. Even though the outlook for placing amplifiers below grade is bleak, the prospect of placing passive equipment flush-to-grade looks promising. Mr. Di Lecce proceeded to show the members of the committeea prototype connector housing which promises both water-proofing and corrosion proofing. However, it is questionable whether the enclosure is re-enterable as skill and patience are required to guarantee a perfect seal every time the enclosure is opened.

   Mr. Di Lecce further pointed out in his presentation, that for Maclean-Hunter to invest more money and time into new techniques, some protection against the worst cost offenders which are irresponsible contractors, must be found. Mr. Di Lecce requested that the committee give consideration to allowing the local cable company to bill the developer directly for all construction contractor inflected damage, with the City not assuming a given subdivision until the damages are paid.

   File: 139-79

   See Recommendation #39
   (a)(b) (c) F. Hooper
   (d) S. Mahoney

2. Report dated April 12, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the proposed Grade Separation at Goreway Drive and the C.N.R. Councillor Hooper expressed opposition to financially supporting the cost of a functional study for the grade separation when the grade separation is located entirely in Brampton.

   File: 47-79
   103-79

   See Recommendation #40
   (F. Hooper)

3. Report dated March 22, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works concerning the Pits and Quarries Control Amendment - 1978. Mr. F. J. Dale suggested the inclusion of the word "Registered" before the word "owner" in Section 3, 20 a. (1) and (2) of the Pits and Quarries Control Amendment - 1978.

File: 67-79 See Recommendation #41 (F. Dale)

4. Report dated April 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the designation of Central Pakway East from Rathburn Road to Eglinton Avenue as a main thoroughfare. Mr. Taylor, in his report, advised that his department is presently making a detailed submission regarding subsidy eligibility and the requested designation of Central Parkway East from Rathburn Road to Eglinton Avenue as a main thoroughfare. He further pointed out that the Ministry required a certified copy of resolution by Council designating this road as a main thoroughfare and specifically requesting designation in accordance with Section 80 of the Highway Improvements Act, R.S.O., 1970.

File: PN 78128 See Recommendation #42 (P. Carlson)

5. Report dated March 19, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding money spent on temporary help during 1978 by the Engineering and Works Department. Mr. Taylor, in his report, advised that the amount spent in total for 1978 was $9,559.00

File: 33-79 See Recommendation #43
40-79 (R. Starr)

6. Report dated March 30, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Fire Access Route By-law. Mr. Taylor advised that these amendments were a result of applications that have been received for the designation of Fire Access Routes on private property.

File: 86-79 See Recommendation #44 (P. Carlson)

7. Report dated April 11, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding obstruction of exclusive bus entrance at Clarkson GO Station. Mr. Taylor, in his report, advised that there are two vehicle accesses on Southdown Road servicing the Clarkson GO Station. The most southerly access leads to the general parking area while the northerly access is reserved exclusively for buses. The kiss-n-ride facility for the Clarkson GO Station is provided in the north parking lot which has vehicle access to Bromsgrove Road only. This exclusive bus access on Southdown Road has resulted in hazards and delays to buses. To prohibit northbound left turns and legislate "Buses Excepted" at this access would resolve this problem.

File: 86-79 See Recommendation #45 (F. Hooper)

8. Report dated April 18, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, concerning the need for sidewalks in the Thompson Estates and Mississauga Golf Club Estates subdivisions. Councillor Hooper questioned the Commissioner on the number of trees that would be required to be removed if a sidewalk were constructed.
Mr. Taylor indicated that the number of trees required to be removed would be minimal, however, he would report back to the committee, giving precise details at a future meeting.

File: 53-79 See Recommendation #46 (F. Hooper)

9. Report dated April 17, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the deletion of a secondary driveway access requirement for the development known as Mississauga Commercial Properties. Mr. Carlson questioned Mr. Taylor as to why he was prepared to waive this secondary access at this time. Mr. Taylor's response was that as Mississauga Commercial Properties did not own the land and it is not available for purchase, consequently requirement cannot be met.

File: OZ/91/72 See Recommendation #47 (P. Carlson)

10. Report dated April 17, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Chain Link Fence Height Reduction for Creditview Gardens Subdivision, Plan M-204, located north of Kenninghall Boulevard and East of Creditview Road. Mr. Taylor advised, in his report, that his department has recently been approached by both the developer of this plan and a prospective builder, with the request to reduce this fence height requirement down to four feet. He also advised that they have no objection to this minor revision, after having reviewed it with the Recreation and Parks Department, the Credit Valley Conservation Authority and the developer's Consulting Engineer.

File: M-204

See Recommendation #48
(F. Hooper)

11. Report dated April 19, 1979 regarding a Summary of Unfinished Business. Commissioner Taylor advised the committee members of the status of various reports and it was agreed and recommended that a number of Request for Reports be deleted.

File: 139-79

See Recommendation #49
(S. Mahoney)

12. Winter Maintenance Account Status and Forecast Report. Councillor Mahoney requested Mr. Taylor to prepare a report outlining all sidewalks that would be plowed by City forces. Mr. Taylor further advised the Committee that if he did not receive additional monies in his Winter Maintenance Account that it would be over budget come the end of December. The Committee members assured Mr. Taylor that they were aware of this fact, but decided to receive Mr. Taylor's report rather than recommend an additional sum to the Winter Maintenance Account.

File: 53-79

See Recommendation #50
(a) R. Starr
(b) S. Mahoney

RECOMMENDATIONS: As Per Report No. 3-79

ADJOURNMENT: 4:40 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE APRIL 20, 1979

REPORT NO. 3-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

39. (a) That the report dated March 8, 1979 from Mr. W.P. Taylor, Commissioner of Engineering and Works, with regard to Underground Cable T.V. Facilities, be received.

(b) That the Cable Companies operating in the City of Mississauga be permitted to locate their active equipment amplifiers and power supplies above ground until March, 1980.

(c) That a representative of Maclean-Hunter report back to the Public Works Committee, prior to March of 1980, to report the results of field testing on the prototype connector housings.

(d) That no action be taken on the request of Mr. Di Lecce of Maclean-Hunter Cable T.V. Ltd. to bill developers directly for all construction contractor inflected damage to active equipment amplifiers and power supplies.

(38-39-79) 139-79
99-78

40. That the report dated April 12, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with regard to the inclusion of $10,000. in the 1980 Current Budget to pay for 50% of the cost of a functional study for a grade separation at Goreway Drive and the C.N.R., be received.

(38-40-79) 47-79
103-79

41. (a) That City Council endorse the private Member's Bill referred to as "The Pits and Quarries Amendment Act 1978" which has been introduced by Mr. David Warner, M.P.P., subject to the inclusion of the words "Registered owner or" before the word "operator" in Section 3, 20a. (1) and (2).

(b) That the Clerk inform Mr. D. Warner, M.P.P. of Council's recommendation.

(38-41-79) 67-79
113-79

42. (a) That Council adopt a resolution to designate Central Parkway East from Rathburn Road to Eglinton Avenue as a main thoroughfare.

(b) That the Minister of Transportation and Communications be requested to designate the said roadway as a main thoroughfare in accordance with Section 80 of The Highway Improvements Act, R.S.O. 1970.

(38-42-79) PN 78128

43. That the report dated March 19, 1979 from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the amount of $9,559.00 which was the money spent on temporary help by the Engineering Department during 1978, be received.

(38-43-79) 33-79
40-79

44. (a) That the by-law to amend Traffic By-law No. 234-75, as amended, be enacted by Council.
(Fire Access Route - 50 Elm Drive East, 3125 Queen Frederica Drive, 2233 and 2235 Hurontario Street, 2340 Bromsgrove Road and 3633 Hurontario Street.)

(b) That the agreement forms accompanying the By-law revision, be executed by the Mayor and Clerk.

(38-44-79) 86-79

45. (a) That the problem of motorists obstructing the exclusive bus access at the Clarkson GO Station be resolved by the installation of "No Left Turn, Buses Excepted" signing for northbound traffic.

(b) That a by-law to amend Traffic By-law 234-75, as amended, to implement this change, be enacted by Council.

(38-45-79) 86-79

46. That the report dated April 18, 1979 from Mr. W.P. Taylor, Commissioner of Engineering and Works, concerning the need for sidewalks in the Thompson Estates and Mississauga Golf Club Estates Subdivision, be referred back to staff for a further report.

(38-46-79) 53-79
T-76036
T-77017

47. (a) That the developer for Mississauga Commercial Properties be advised that the driveway access, as required in Schedule "F" of the Engineering Agreement, from Blundell Road is deleted.

(b) That the requirement in the Engineering Agreement for this secondary access be waived.

(38-47-79) OZ-91-72

48. That the requirement in the Engineering Agreement for a six foot chain link fence at the rear of Lots 21 - 24 inclusive, and Lots 30 - 35 inclusive, Registered Plan M-204, be deleted, and that the developer be permitted to install a four foot high chain link fence.

(38-48-79) M-204

49. That the following Request for Reports relating to the Public Works Committee be deleted from the Summary of Unfinished Business Report dated April 18, 1979:

271-77 - Update City of Mississauga Storm Sewer System
34-78 - Official Plan Amendment No. 6, Brampton-Mimico Creek
259-78 - Parking Conditions on Woodhurst Crescent
266-78 - Mary Fix Creek Diversion
270-78 - Policy of notifying residents in the event of parades where the roads to be closed are in heavily populated areas
280-78 - Mary Fix Creek Diversion Project
317-78 - Protection from increase in expenditure by the City due to inflation.

(38-49-79) 139-79

50. (a) That the report entitled "Winter Maintenance Status and Forecast" prepared by Mr. W.P. Taylor, Commissioner of Engineering and Works, be received.

(b) That the Commissioner of Engineering and Works prepare a report in conjunction with the Commissioner of Recreation and Parks advising of all sidewalks that will be plowed by City forces.

(38-50-79) 53-79

City of Mississauga

MEMORANDUM

To Mr. R. Lathan — From Joan J. LeFeuvre

Dept. Clerk's — Dept. Clerk's

April 24th, 1979

RE: File 139-79 - Public Works Committee
(April 5, 1979, Report No. 2-79)

Council, at its meeting held on April 23rd, 1979, adopted the report of the Public Works Committee meeting of April 5th, 1979, with the exception of Item 38 which was amended to read as follows:

"That consideration of the report dated March 26, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the traffic impact of the development of certain lands at the south-east corner of Dundas Street and Nanticoke Road, be deferred to a future meeting of the Public Works Committee."

JJL/lw

Joan J. LeFeuvre
Committee Co-ordinator

FORM 145

THE CORPORATION OF THE CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

A G E N D A

Thursday, April 5, 1979 at 7:30 p.m.

COMMITTEE ROOM 'A'

Members:
Councillor K. Dear, Chairman
Councillor L. Taylor
Councillor R. Starr
Councillor F. Hooper
Councillor S. Mahoney
Mr. R. B. Martin
Mr. P. Carlson, Vice Chairman
Mr. B. Belford
Mr. F. J. Dale
Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: March 30, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, APRIL 5, 1979

ITEM #	FILE #	SUBJECT
1.	18-79 - Roads	Removal of Barricades on Una and Vey Roads
2.	86-79 - Traffic By-law	Lane Control Sigsn at Erindale Station Road and Burnhamthorpe Road
3.	86-79 - Traffic By-law	No Parking on Gwendale Cres.
4.	139-79 - Public Works	Underground Cable T.V. Facilities in the City
5.	139-79 - Public Works	Installation of Hydro, Bell Telephone and Cable T.V. in new plans of sub-division.
6.	7-79 - Clerk's	Occupancy or Encroachment Agreement with St. Lawrence Cement Co.
7.	26-79 - Subdivisions 34-79 - Policy	Pre-servicing Policy for new sub-divisions.
8.	M-265 - Arpege Dev.	Lots 1, 2 and 7 (M-265)
9.	M-118 & M-119	Erin Mills South, Neighbourhood 107A
10.	26-79 - Subdivisions	Assumption of Municipal Works in Applewood Dundas Subdivision
11.	42-79 - Road Closings	Assumption of Works for R.P. 808
12.	86-79 - Traffic By-Law	Lane Designation on southbound Erindale Station Road at Dundas St. intersection.
13.	86-79 - Traffic By-law	Fire Access Routes at five locations in the City of Mississauga
14.	22-79 - Ministry of Transportation & Communications	Queen Elizabeth Way Ramp Metering
15.	27-79 - Streetlighting	Street Lighting Improvements at the intersection of Grenville Dr. and Maple Grove Avenue.
16.	139-79 - Public Works	Work Load for Engineering Department for the year 1979.
17.	18-79 - Roads	Reconstruction of Bramalea Road
18.	M-118, M-119	Internal Sanitary and Storm Trunk Sewers in Erin Mills South Nghbd. 107A

INDEX, PUBLIC WORKS COMMITTEE AGENDA, APRIL 5, 1979

ITEM #	FILE #	SUBJECT
19.	59-79 - Garbage	Collection of garbage over the Christmas and New Year's holidays in 1978.
20.	139-79 - Public Works	Charging a fee to Utility Companies for the installation of their underground plan equipment.
21.	53-79 - Drainage	Drainage Easement Agreement - Shallford Road
22.	83-79 - Traffic By-law	All Way Stop at Truscott Dr. and Lorne Park Road
23.	97-79 - GO Transit 111-79 - City Owned Lands	Request from TATOA for the City to lease a parcel of land
24.	139-79 - Public Works	Standards for Street Name Signs
25.	33-79 - Current Budget	Engineering Department's method of reporting to the Finance Dept.
26.	24-79 - Works Dept. 33-79 - Current Budget	Accounting for Recoveries Applicable to Maintenance of City Properties
27.	131-79 - Request for Reports	Outstanding matters that required reports from the Engineering Dept.
28.	131-79 - Request for Reports	Summary of Unfinished Business as at March 30, 1979

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE — APRIL 5, 1979

MATTERS FOR CONSIDERATION:

1. Report dated February 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to the removal of barricades on Una and Vey Roads. Mr. Taylor, in his report, advises that his department in July, 1978 reported to Council outlining the results of a traffic survey conducted in the Park Royal area as a result of the removal of barricades on Una and Vey Roads. The conclusion at that time was that the traffic volumes were in the range of those predicted by his department and that there was no significant cut-through traffic generated from outside of the study area. He indicated at that time, that a further follow-up study would be performed and a report forwarded to Council in February, 1979.

   Mr. Taylor in his report advises the total traffic volumes decreased slightly and there has been an internal shift in traffic patterns. He further advises that traffic volumes are low and there is no significant external cut-through traffic and therefore, recommends that Una Road and Vey Road remain open to vehicular traffic.

   File: 139-79
   18-79

   RECOMMEND ADOPTION

2. Report dated February 28, 1979 from Mr.W. Taylor Commissioner of Engineering and Works with respect to lane control signs at Erindale Station Road and Burnhamthorpe Road. Mr. Taylor in his report, indicates that there are three lanes on the north-bound approach of Erindale Station Road and Burnhamthorpe Road. One lane is for right-turns, one for left turns and the centre lane at the present time, serves no useful purpose. When the proposed subdivision is constructed to the north, the centre lane will be available for straight through movements. He further advises that it is necessary to designate a centre lane by by-law so that right turns will be permitted. Mr. Taylor in his report recommends:

2. (cont'd)

a) That right turns be permitted from the right and centre lanes for northbound traffic on Erindale Station Road at Burnhamthorpe Road.

b) That a by-law, amending Traffic By-law 234-75, as amended, implementing this change, be approved.

File: 139-79
86-79

RECOMMEND ADOPTION

3. Report dated February 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with regard to No Parking on Gwendale Crescent. Mr. Taylor advises that he has reviewed a complaint concerning a visibility problem at a right angle turn on Gwendale Crescent. In his report, Mr. Taylor recommends:

a) That parking be prohibited on the south and west sides of Gwendale Crescent within 15 meters of the corner.

b) That a by-law amending Traffic By-law No. 234-75, as amended, implementing this change, be approved.

File: 139-79
86-79

RECOMMEND ADOPTION

4. Report dated March 8, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, with respect to underground cable T.V. facilities in the City of Mississauga. Mr. Taylor in his report, advises that on February 27, 1978 a presentation was made to General Committee by representatives of the Cable T.V. companies advising that the cable companies are continuing to investigate methods of placing cable T.V. equipment underground, however, have not yet found a satisfactory method. Mr. Taylor further advises that Council, at that meeting, adopted recommendation #267, which in effect, required that passive equipment must be either underground or in conjunction with Bell Telephone and Hydro pedestal installations, and that the Cable T.V. companies be permitted to locate their active equipment above ground until March 1, 1979. As a result of this recommendation, Mr. J. Dunn of McLean Hunter Cable T.V. advised the Engineering Department that the cable companies will continue to require to place their active equipment above ground as they require additional time to field test improved products and procedures.

4. (cont'd)

It is expected that Mr. Dunn of McLean Hunter Cable T.V. will be in attendance to answer any queries with regard to this subject that the Public Works Committee may have.

File: 139-79

RECOMMEND RECEIPT

5. Report dated February 22, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning installation of Hydro, Bell Telephone and Cable T.V. in new plans of subdivision. In his report, Mr. Taylor advises that the Bell Telephone and Cable T.V. Companies are not having an opportunity to reach an amicable agreement with the developers and/or their contractors prior to the installation of Hydro cable in new plans of subdivision. In his report, Mr. Taylor recommends:

That the following clause be incorporated into our Engineering Agreement:

> "The developer, prior to the signing of this agreement, must submit in writing, evidence to the Commissioner of Engineering and Works that he has made arrangements with the Bell Telephone Company, the Cable T.V. and the Hydro, for the installation of their cables in a common trench, in the prescribed location on the road allowance for the plan of subdivision."

File: 139-79

RECOMMEND ADOPTION

6. Report dated March 2, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning Occupancy or Encroachment Agreement with the St. Lawrence Cement Co. Mr. Taylor in his report, advises that he is in receipt of a request from the St. Lawrence Cement Co. for the right to cross Lakeshore Road West with a proposed new 14 in. diameter private watermain. In his report, Mr. Taylor recommends:

That the City of Mississauga approve the St. Lawrence Cement Co. request to construct a 14 in. dia. private watermain across Lakeshore Road road allowance subject to the following conditions:

a) That St. Lawrence Cement Co. enter into a registrable agreement with the City of Mississauga satisfactory to the City Solicitor permitting the installation of a 14 in. dia. watermain across Lakeshore Road and that this agreement will also include the existing private services.

6. (cont'd)

b) That St. Lawrence Cement Co. be responsible for maintenance and repair of their services located within the limits of Lakeshore Road.

c) That St. Lawrence Cement Co. agree to indemnify and save harmless The Corporation of the City of Mississauga for all claims and actions that may arise as a result of their private services located within the City's road allowance.

d) That St. Lawrence Cement agree that should the City ever require that these private services be altered or relocated for any reason whatsoever that all costs incurred will be the responsibility of St. Lawrence Cement Co., their heirs and assigns.

e) That no work will be undertaken with regard to the installation of the 14 in. dia. watermain until the applicant's plans have been approved by the Public Utilities Co-ordinating Committee and an open cut permit has been issued by the Engineering Department of the City of Mississauga.

f) That St. Lawrence Cement Co. shall insure against all claims for damages as a result of this installation from the commencement date of construction and to remain in effect for a period of one year after completion.

File: 139-79
7-79

RECOMMEND ADOPTION

7. Report dated March 5, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Pre-servicing policy for new subdivisions. At the present time, developers are permitted to pre-service plans of subdivision once the Engineering plans have been approved by the Region and City of Mississauga and a letter has been submitted by the developer to Council requesting such pre-servicing. Mr. Taylor is suggesting, that as a condition of the developer being allowed to submit a pre-servicing letter, he must be in possession of the necessary easements for external sewers and watermains leading from his subdivision if such are required to develop the subdivision. Mr. Taylor, in his report recommends that as an additional condition for pre-servicing in new subdivisions, developers be required to provide the City with satisfactory documentation that all external easements have been obtained prior to requesting pre-servicing from the City and the Region.

File: 139-79
26-79
34-79

RECOMMEND ADOPTION

8. Report dated March 6, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to Arpege Developments Registered Plan M-265. Mr. Taylor advises that at the time the Engineering agreement was being prepared, the decision was made that Lots 1 and 2 should not be released for building, until the Clarkson Road Grade Separation had been constructed and Lot 7 be reserved for temporary road access. As the grade separation of Clarkson and the C.N.R. will not be built for a considerable length of time due to the fact that a detour road will not be constructed, Mr. Taylor recommends that Lots 1, 2 and 7 of R.P. M-265 be released for building permits forthwith.

File: 139-79
M-265

RECOMMEND ADOPTION

9. Report dated February 23, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to Erin Mills South, Neighbourhood 107A, R.P. M-118 and M-119. Mr. Taylor, in his report, advises that this development is now ready to be assumed by the City of Mississauga. He further advises that the subdivision agreement contains two items of deferred works which cannot be done prior to development taking place on the west side of Winston Churchill Blvd. Mr. Taylor advises that there are two ways in which this matter can be handled. One that Cadillac Fairview place an amount of money equal to 50% of the cost of deferred works or alternatively these works can be deleted as a requirement of Neighbourhood 107A with Cadillac Fairview being advised that they or their successor for the development of the lands on the west side of Winston Churchill Blvd. would be responsible for these works when such development takes place. Mr. Taylor recommends:

That Cadillac Fairview be advised that Neighbourhood 107A, R.P. M-118 and M-119 will be accepted and the following deferred works deleted as a requirement upon receipt of an undertaking from Cadillac Fairview that they acknowledge that the following works will be a future requirement of the development of their lands on the west side of Winston Churchill Boulevard between Burnhamthorpe Road and Highway 403.

a) Removal of guardrail, filling of temporary ditch along Winston Churchill Boulevard and removal of box culvert under Unity Gate.

b) The pedestrian grade separation on Winston Churchill Boulevard is to be constructed in conjunction with the lands to the west of Winston Churchill Boulevard and upon upgrading of Winston Churchill Boulevard.

File: 139-79
M-118, M-119

RECOMMEND ADOPTION

10. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to assumption of Municipal Works in Applewood Dundas Subdivision. Mr. Taylor advises that the developer has complied with all requirements in this subdivision agreement covering two blocks located north of Dundas Street East and east of Tomken Road, and he further advises that no by-law is required for establishing any widenings or road allowances and he recommends:

a) That the City assume the municipal works provided by Applewood Dundas Limited, under the terms of the subdivision agreement dated May 7, 1965.

b) That all securities be returned to the developer, Applewood Dundas Limited.

File: 139-79
26-79

RECOMMEND ADOPTION

11. Report dated March 7, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning Assumption of Works for Registered Plan 808. Mr. Taylor advises that the developer has complied with all requirements of the Engineering Agreement covering one block south of Brandon Gate Drive and east of Goreway Drive. In his report, Mr. Taylor recommends:

a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan 808.

b) That the City release all securities to the Developer, Peel-Elder Developments Limited.

c) That the City Council pass a By-Law establishing the twenty-seven foot road widening as a public highway and part of the municipal highway system of the City of Mississauga.

File: 139-79
42-79

RECOMMEND ADOPTION

12. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding a lane designation on southbound Erindale Station Road at the Dundas Street intersection. In his report, Mr. Taylor recommends:

(a) That the special directional vehicle traffic lanes for southbound traffic on Erindale Station Road at the Dundas Street intersection continue to operate.

(b) That a by-law amending Traffic By-law No. 234-75, as amended, implementing this change be approved.

File: 86-79

RECOMMEND ADOPTION

13. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding the designation of fire access routes at five locations in the City of Mississauga. In his report, Mr. Taylor recommends:

(a) That a draft by-law amending the Traffic By-law No. 234-75 as amended, be approved implementing fire access routes at the following locations: 750 Burnhamthorpe Rd. E., 1755 Rathburn Road, 780 Bough Beeches Blvd., 1764 Rathburn Road and 2670 & 2700 Battleford Road,

(b) That the agreement regarding the emplacement, maintenance and payment for fire route signs on the private roadways designated as fire routes, be executed by the Mayor and Clerk.

File: 86-79

RECOMMEND ADOPTION

14. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Queen Elizabeth Way Ramp Metering. In his report, Mr. Taylor advises the Committee that a Working Committee has been formed involving representatives of the Ministry of Transportation and Communications, the City of Mississauga, Town of Oakville,Region of Peel and Region of Halton, to conduct certain studies concerning existing and expected future operating conditions related to ramp metering. The Committee will be responsible for carrying out a study to identify appropriate traffic system management strategies which will result in efficiency and equitable allocation of the available transportation resources within the Q.E.W. Freeway Corridor. Mr. Taylor recommends that his report be received.

File: 22-79

RECOMMEND RECEIPT

15. Report dated March 12, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Street Lighting Improvements at the intersection of Grenville Drive and Maple Grove Avenue. Mr. Taylor in his report recommends:

(a) That 2-70 watt high pressure sodium streetlights be installed at the corner of Grenville Drive and Maple Grove Avenue,

(b) That the funding for this installation be taken from the 1979 City account 08680-84, capital streetlighting from current accounts.

File: 27-79

RECOMMEND ADOPTION

16. Report dated March 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding the work load for his department for the year 1979 and the impact of budget cuts if it appears that they will require staff reductions.

File: 139-79

RECOMMEND RECEIPT

17. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding reconstruction of Bramalea Road. In his report, Mr. Taylor advises that the Council of the City of Brampton has requested that the City of Mississauga carry out the reconstruction of Bramalea Road already included in our Capital Works Program. Mr. Taylor recommends that when the Five-Year Capital Budget is approved by Council the City of Brampton be notified as to what year Bramalea Road is scheduled for reconstruction by the City of Mississauga.

File: 18-79

RECOMMEND ADOPTION

18. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding internal sanitary and storm trunk sewers in Erin Mills South Neighbourhood 107A. In his report, Mr. Taylor indicates that the developer has complied with all requirements of the Engineering Department for installation of this development, R.P. M-118 and M-119. Mr. Taylor recommends:

(a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.

18.(cont'd)

(b) That the City release all securities to the Developer, Cadillac Fairview Corporation Limited.

File: M-118, M-119

RECOMMEND ADOPTION

19. Memorandum dated January 23, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, addressed to Mayor H. McCallion regarding the collection of garbage over the Christmas and New Year's holidays in 1978. Mayor McCallion has requested that this memorandum be placed on the agenda as the Committee may have some suggestions regarding: (a) Garbage pick-up schedule over holidays and (b) The best means to publicize the pick-up schedule.

In this regard attached to the agenda is a report dated March 30, 1979, from Mr. W. Taylor, Commissioner of Engineering and Works regarding garbage collection in the City of Mississauga. In his report, Mr. Taylor addresses the aforementioned matters and also deals with the question of commercial garbage pick-ups being made on Tuesdays and Thursdays, rather than Mondays and Fridays. Mr. Taylor recommends:

(a) That Public Works Committee consider recommending to Council to change the scheduled days for twice a week pickup from a Monday, Tuesday -- Thursday, Friday schedule to a Tuesday -- Friday schedule for the entire City.

(b) If Recommendation (a) is approved, that the Public Affairs Department be authorized to advise all of the affected residents accordingly at an estimated cost of $3,000.00.

(c) That the Holiday Schedule for 1979 be approved as follows for once per week pickup.

Holiday	Regular Collection Day	Date to be Collected
GOOD FRIDAY	Thursday, April 12 Friday, April 13	Thursday, April 12 Saturday, April 14
VICTORIA DAY	Monday, May 21 Tuesday, May 22	Tuesday, May 22 Wednesday, May 23
DOMINION DAY	Monday, July 2 Tuesday, July 3	Tuesday, July 3 Wednesday, July 4
CIVIC HOLIDAY	Monday, August 6 Tuesday, August 7	Tuesday, August 7 Wednesday, August 8
LABOUR DAY	Monday, September 3 Tuesday, September 4	Tuesday, September 4 Wednesday, September5

19. (cont'd)

Holiday	Regular Collection Day	Date to be Collected
THANKSGIVING DAY	Monday, October 8 Tuesday, October 9	Tuesday, October 9 Wednesday, October 10
CHRISTMAS DAY	Tuesday, December 25	Wednesday, December 26
NEW YEAR'S DAY - 1980	Tuesday, January 1	Wednesday, January 2

(These three parts left off original agenda)

(d) That garbage collection for those premises receiving twice a week pickup be made on a Tuesday and a Friday with the exception of Good Friday, Christmas Day and New Year's Day when the collections will be made on the day following.

(e) That the Public Affairs Department be instructed to advise all the residents of the City of Mississauga of the Holiday Garbage Collection Schedule for 1979.

(f) That if the Public Works Committee and Council decide to accept the Superior Sanitation Services proposal, the change be implemented in July 1979 and that the present Garbage Collection Contract be extended for two years with no change in the terms and conditions, and that the Legal Department be authorized to implement the necessary changes in the contract.

(b) That this matter be reviewed in two to three years.

File: 139-79

RECOMMEND ADOPTION

21. Report dated March 21, 1979 from Mr. L. W. Stewart, Q.C. City Solicitor and Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding certain violations to a drainage easement agreement on Shallford Road. In their report, the Committee is advised that several owners of the lands have obstructed the easement through the depositing of fill, erection of retaining walls, etc., and have been advised that they are in fact in contravention of the conditions of the easement. Mr. Taylor, in his report recommends that the Engineering Department be instructed to enter upon and remove the obstructions from those portions of the City's easements at the rear of the lands on Shallford Road and that the owner of each of the properties who have refused to remove the obstructions be billed for the City's costs for carrying out such removal.

File: 53-79

RECOMMEND ADOPTION

22. Report dated March 29, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding need for an all-way stop at Truscott Drive and Lorne Park Road. In his report, Mr. Taylor indicates that on a volume basis, the criteria for the installation of all-way stop signs are satisfied. Nevertheless, accident statistics at this intersection are not significant and the intersection is well marked, visibility is good and it operates satisfactorily from the traffic point of view. Mr. Taylor further comments that an all-way stop would not improve traffic operations or safety at this intersection. In his report Mr. Taylor recommends:

    (a) That the report dated March 29, 1979, regarding an all-way stop at Lorne Park Road and Truscott Drive from the Commissioner of Engineering and Works Department, be received.

    (c) That if Council wishes to implement an all-way stop at this location, a draft by-law amending By-law No. 234-75, as amended, be approved.

    File: 86-79

    RECOMMEND ADOPTION

23. Report dated March 28, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, and Mr. R. K. Johnston, Property Agent, regarding a request from the Toronto Area Transit Operating Authority for the City to lease a parcel of land to them as part of an access road from Dixie Road to their new GO Station parking lot. In the report, it is recommended:

    (a) That TATOA be granted use of Part 4 for access to the Dixie Road "GO" Station for the sum of $1.00 per annum.

    (b) That an agreement be entered into with TATOA as follows:

        (i) that if the City of Mississauga decides that Part 4 Plan 43R2654 and Part 16 Plan 43R2654 are required in the future to become part of a public road allowance, TATOA agrees to the dedication of same; and

        (ii) that a requirement be included in the agreement that the road to be constructed on Part 4 and Part 16 be to the standards of the City of Mississauga, and all costs for same are to be borne by TATOA.

    File: 97-79, 111-79

    RECOMMEND ADOPTION

24. Report dated March 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Standards for Street Name Signs in the City of Mississauga. In his report, Mr. Taylor recommends:

    (a) That the standard for local street name signs be changed to incorporate 4 inch upper case lettering on the 6 inch blade.

    (b) That the standard for arterial street name signs be changed to incorporate 6 inch upper case lettering on the 8 inch blade.

    File: 139-79

    RECOMMEND ADOPTION

25. Report dated March 19, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the question of the Engineering Department's method of reporting to the Finance Department. In his report Mr. Taylor recommends that, in future years, the allowance for "Unfilled Positions" be established as part of each department's budget, and that the Finance Department be requested to check with the concerned department to ensure the reduction for vacancies has been provided for within the department's budget.

    File: 139-79, 33-79

    RECOMMEND ADOPTION

26. Report dated March 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Accounting for Recoveries Applicable to Maintenance of City Properties. In his report, Mr. Taylor notes that work such as Mudtracking Cleanup, Barriers etc. was invoiced directly and not shown in any account under Engineering budget. However, in 1979, an account has been created so that the department might better monitor man hours utilized by City forces to perform these activities. Mr. Taylor recommends that this report be received.

    File: 24-79
    33-79

    RECOMMEND RECEIPT

27. Report dated March 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding the number of outstanding matters that required reports from the Engineering Department for the Public Works Committee's consideration. In his report, Mr. Taylor recommends:

That the Engineering and Works Department not be required to produce the following reports:-

(a) A report on "For Local Delivery Only" - Traffic Prohibitions,

(b) A report on "Installation of Service Club Signs",

(c) A report on use of "Car Stickers for Local Residents" to exempt them from No Left Turn prohibition at specific locations.

(d) A report on "Storage Depots for Newspapers for Boy Scouts"

File: 131-79

RECOMMEND ADOPTION

28. Report dated March 30, 1979 regarding the Summary of Unfinished Business as at March 30, 1979.

File: 131-79

RECOMMEND RECEIPT

1.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00011

Chairman and Members,
Public Works Committee

From: William P. Taylor, P.Eng., Commissioner
Engineering and Works

February 26, 1979

LADIES & GENTLEMEN :

SUBJECT : Removal of barricades on Una Road and Vey Road.

SOURCE : Engineering and Works Department.

COMMENTS : In July 1978 this department reported to Council outlining the results of traffic surveys conducted in the Park Royal area as a result of the removal of the barricades on Una Road and Vey Road.

The conclusion at that time was that the traffic volumes were in the range of those predicted by this department for Una Road and Vey Road, and that there was no significant cut-through traffic generated from outside of the study area.

At that time we reported that a follow up study would be performed and a report forwarded to Council in February, 1979.

The attached map indicates the eight count locations, and the traffic volumes recorded during the first (June 1978) and second (November 1978) count periods.

The four southerly count locations in the study area (#5, 6, 7 and 8) show an average reduction in the 24 hour volumes of 10.4%. The two stations on Benedet Drive and those on Una Road and Vey Road reflect an average 24 hour volume increase of 10.7%. It is interesting to note however, that the total volume of traffic counted at the eight locations has decreased by 3%.

A separate origin-destination study conducted on Benedet Drive revealed no significant cut-through traffic from the South Sheridan Way. Therefore, the increased volumes at the two count locations on Benedet Drive are as a result of increased usage by residents within the study area.

There appears to have been a slight trend in which residents living south of Benedet Drive use Una Road and

continued ...

RECEIVED
REGISTRY No. 239
DATE MAR 5 1979
FILE No. 18-79
CLERK'S DEPARTMENT

1(a)

SUBJECT : Removal of barricades on Una Road and Vey Road.

COMMENTS :
continued ...

Vey Road to proceed north to South Sheridan Way. Conversely residents on Benedet Drive and to the north use Una Road and Vey Road primarily as access to the shopping centre at Truscott Drive and Bodmin Road, and to the schools. Maintaining the link via Una Road and Vey Road is mutually beneficial for the residents south of Benedet Drive and those living on Benedet Drive and northerly.

In conclusion, total traffic volumes decreased slightly and there has been an internal shift in traffic patterns. Traffic volumes are low and reflect the residential nature of this neighbourhood. There is no significant external cut-through traffic and therefore, it is recommended that Una Road and Vey Road remain open to vehicular traffic.

RECOMMENDATION : That Una Road and Vey Road remain open to vehicular traffic.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

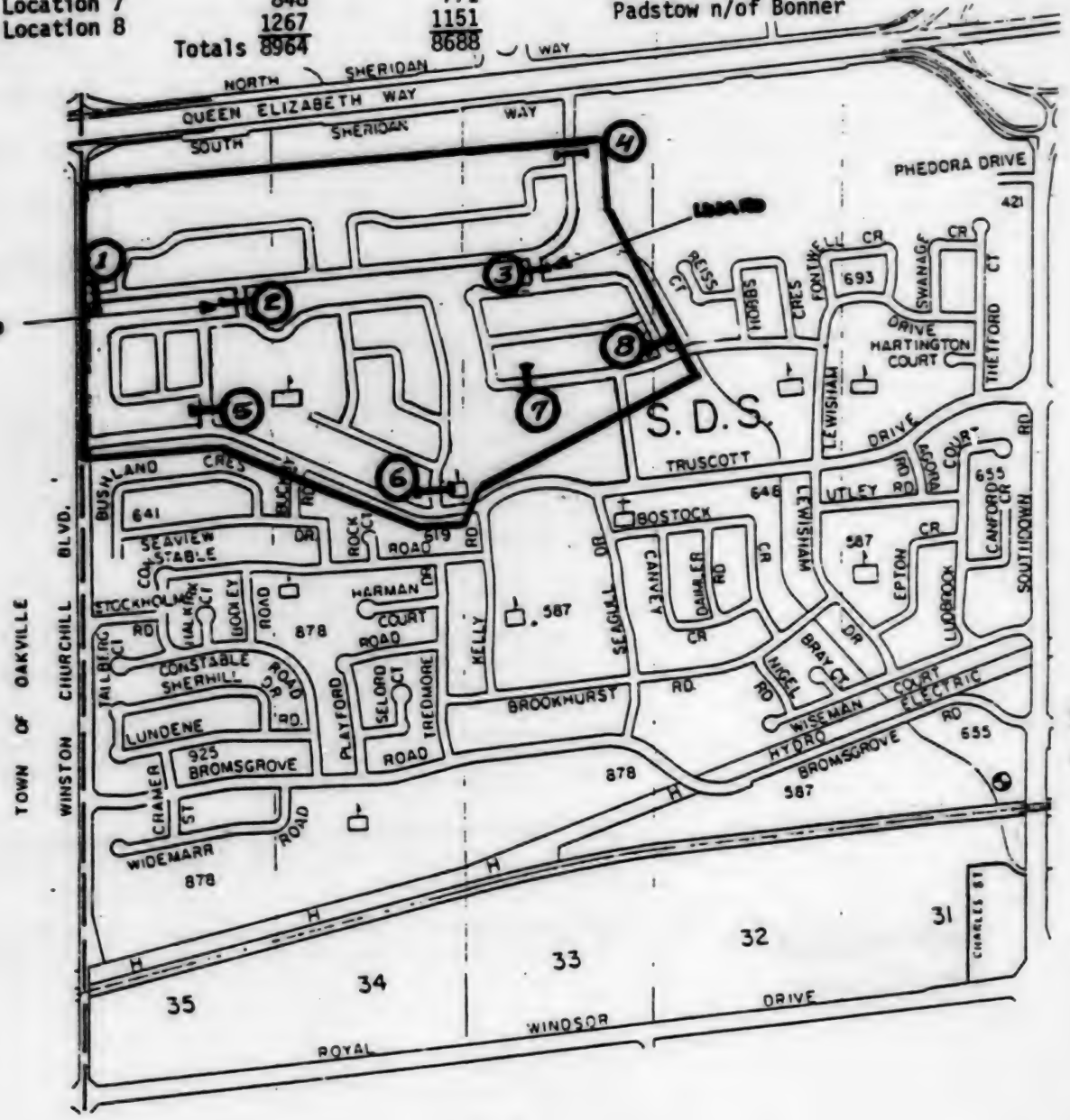
cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
L. Love
K.A. Cowan

Att.

RKW:DKJ:jb

24 HOUR TRAFFIC VOLUMES

	June, 1978 First Study	Nov., 1978 Second Study	
Location 1	650	747	Benedet Dr. e/of Winston Churchill
Location 2	395	450	Vey Rd.
Location 3	733	817	Una Rd.
Location 4	1300	1395	Benedet Dr. s/of S. Sheridan Way
Location 5	1388	1312	Lockhart n/of Truscott
Location 6	2383	2045	Sandgate n/of Truscott
Location 7	848	771	Bonner w/of Bodmin
Location 8	1267	1151	Padstow n/of Bonner
Totals	8964	8688	



2

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00023

Chairman and Members
Public Works Committee

William P. Taylor, P.Eng., Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 2532
DATE MAR 9 1979
FILE No. 86-79
CLERK'S DEPARTMENT

February 28, 1979

SUBJECT : Lane Control Signs at Erindale Station Road and Burnhamthorpe Road.

SOURCE : Engineering Department.

COMMENTS : At the present time there are three lanes on the northbound approach of Erindale Station Road to Burnhamthorpe Road. One lane is for right-turns, one for left-turns and the centre lane at the present time, serves no useful purpose. However, when the proposed subdivision is constructed to the north, the centre lane will be available for straight through movements.

In the meantime, right turns are occurring from both the right lane and the centre lane, particularly in the morning peak period which causes confusion because this is an illegal movement. It is necessary to designate the centre lane by by-law so that right turns will be permitted. It is proposed that this be done at this time and when the subdivision to the north is constructed this regulation will be reviewed to determine whether it should be removed at that time.

RECOMMENDATION : 1) That right turns be permitted from the right and centre lanes for northbound traffic on Erindale Station Road at Burnhamthorpe Road.

2) That the attached draft by-law amendment to Traffic By-Law 234-75, as amended, implementing this change, be approved.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
L. Love
K.A. Cowan

RKW:jb

3

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00021

To The Chairman and Members of
Dept Public Works Committee.

From William P. Taylor, P.Eng., Commissioner
Dept Engineering and Works

February 16, 1979

LADIES & GENTLEMEN :

SUBJECT : No Parking on Gwendale Crescent.

SOURCE : Letter dated January 12, 1979, from Mrs. A. Pankuch.

COMMENTS : We have reviewed a complaint concerning a visibility problem at a right angle turn on Gwendale Crescent. Arrangements have been made with the resident on the corner to reduce the height of the hedge which restricts visibility.

Furthermore, it would be advantageous to prohibit parking within 15 meters of the corner.

RECOMMENDATIONS : 1) That parking be prohibited on the south and west sides of Gwendale Crescent within 15 meters of the corner.

2) That the attached draft by-law amendment to Traffic By-Law No. 234-75, as amended, be approved.

RECEIVED
REGISTRY No. 2032
DATE FEB 23 1979
FILE No. 86-79
CLERK'S DEPARTMENT

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
L. Love
K.A. Cowan

Approved by:
City Manager

Att.

RKW:jb

FORM 145

3(a)

January 12, 1979

379 4850

465 Lana Terrace
Mississauga, Ontario
L4A 2B3

Mr. Larry Taylor
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Dr. Taylor:

I would like to bring to your attention a hazardous traffic condition in my neighbourhood on Gwendale Crescent. Gwendale runs between Mississauga Valley Blvd. and Silver Creek Blvd.

There is a 90 degree curve on Gwendale. People park on both sides of this curve. The house at the apex of the curve has a high hedge. This makes it almost impossible to see an on-coming car. If you do see the car coming, there is no room to let it pass because of the parking on both sides of the street.

During the summer, this street is full of small children playing there. If a small child should dart from behind one of these parked cars or the hedge, the driver could not help but hit the child.

My daughter and her boyfriend were hit head-on by another car at this curve two days ago. Perhaps a no parking sign on at least one side of the street would help or perhaps the hedge could be trimmed so one could see an on-coming car. Anything you could do to help with this situation would be appreciated.

Sincerely yours,

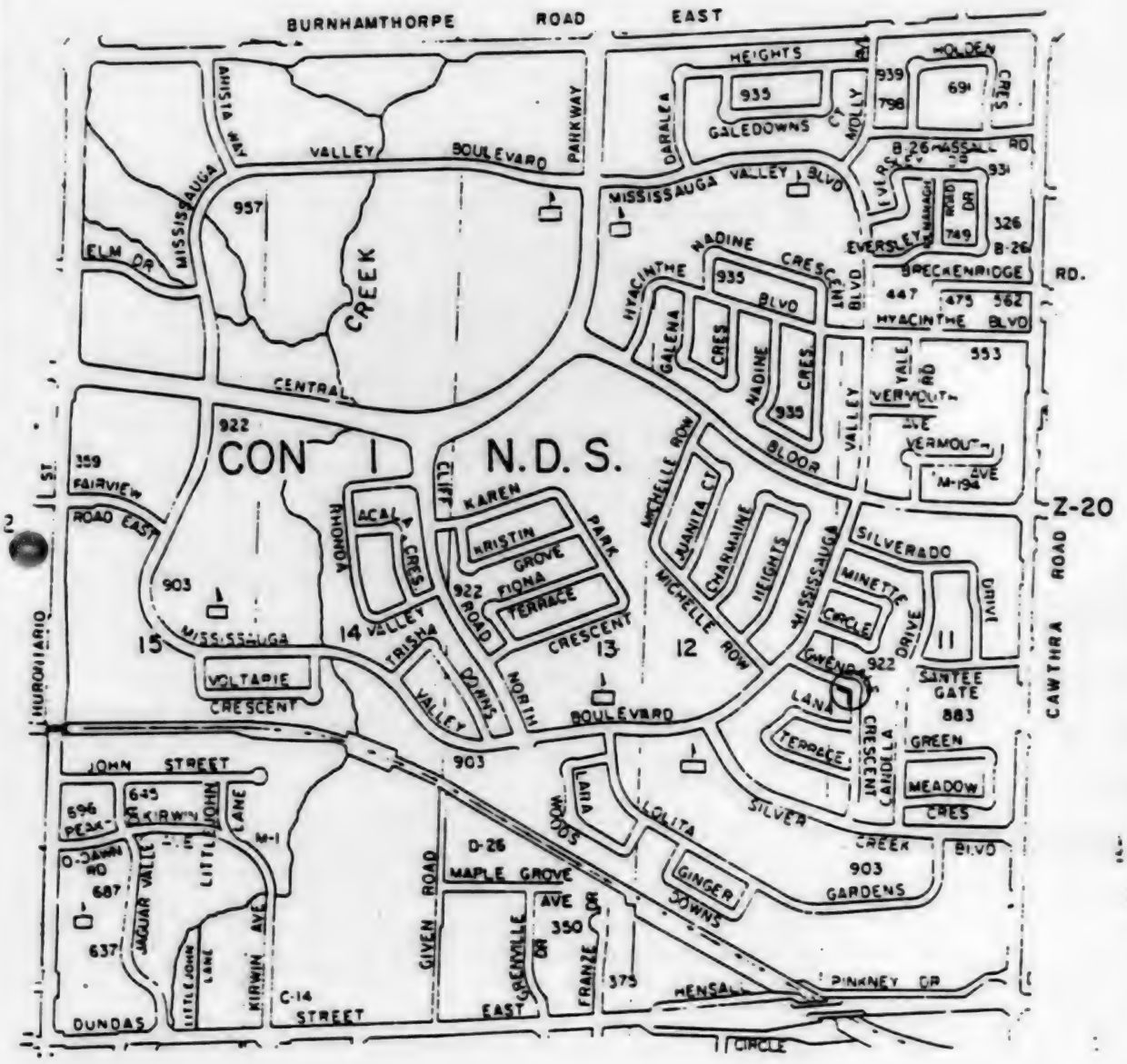
Annette Pankuch

Annette Pankuch (Mrs.)

/ap

3(b)

Z-28


BURNHAMTHORPE ROAD EAST
HEIGHTS
GALEDOWNS
MOLLY CRES
939
798
691
B-26
MASSALL RD
931
326
749
EVERSLEY
BRECKENRIDGE
RD.
447
475
562
HYACINTHE BLVD
NADINE CRES
935
553
YALE RD
VERMOUTH AVE
M-194
VALLEY BLVD
MISSISSAUGA VALLEY BLVD
PARKWAY
MISSISSAUGA
ELM DR
957
CREEK
CENTRAL
922
CON I
N.D.S.
359
FAIRVIEW ROAD EAST
903
15
14
13
12
11
MISSISSAUGA VALLEY BLVD
VOLTAIRE CRESCENT
ACAL CRES
KAREN CLIFF
KRISTIN GROVE
FIONA TERRACE
PARK ROAD CRESCENT
MICHELLE ROW
JUANITA CT
CHARMAINE HEIGHTS
SILVERADO DRIVE
MINETTE CIRCLE
GWENDA
SINYEE GATE
883
GREEN MEADOW CRES
LANA TERRACE
CRESCENT
CANDELA
SILVER CREEK BLVD
903 GARDENS
LOLITA
GINGER DOWNS
SOOKOCHOFF
D-26
MAPLE GROVE AVE
350
GRENVILLE DR
FRANZE DR
375
GIVEN ROAD
MOBILE
DAWN
VALLEY
JOHN STREET
596
PEAK
645
DR KIRWIN
O'JOHN RD
687
637
JAGUAR VALLEY
LITTLE JOHN LANE
M-1
KIRWIN AVE
C-14
DUNDAS STREET
EAST
HENSALL CIRCLE
PINKNEY DR
HURONTARIO ST
CAWTHRA ROAD
Z-20
Z-14
Z-21

4

City of Mississauga

MEMORANDUM

Our file : 11 141 00039
22 151 00001

The Chairman and Members of
The Public Works Committee

W. P. Taylor, P. Eng., Commissioner,
Engineering and Works Department

March 8, 1979

SUBJECT : Underground Cable T.V. facilities in the City of Mississauga.

SOURCE : Engineering and Works Department

COMMENTS : On February 27, 1978, a verbal presentation was made to General Committee by a representative of the Cable T.V. Companies advising that the cable companies are continuing to investigate methods of placing cable T.V. equipment underground, however, that they have not yet found a satisfactory method. At that Council meeting, the following recommendation #267 was approved:

"That the Cable T.V. companies be advised:

(a) That their passive equipment must be placed either underground, or in conjunction with Bell Telephone and Hydro pedestal installations.

(b) That the Cable T.V. companies be permitted to locate their active equipment amplifiers and power supplies, above ground until March 1, 1979, on the basis that this active equipment will, where possible, be placed in conjunction with Hydro Transformer and Bell Telephone pedestals. "

RECEIVED
REGISTRY No. 2533
DATE MAR 9 1979
FILE No. 134-79
CLERK'S DEPARTMENT

As a result of the foregoing recommendation, Mr. J. Dunn of Maclean Hunter Cable T.V. acting as a representative for the cable companies, has advised this department by letter dated February 28, 1979 (copy enclosed), that the cable T.V. companies will continue to require to place their active equipment (transformers and amplifiers) above ground as they require additional time to field test improved products and procedures.

Mr. Dunn of Maclean Hunter Cable T.V. has also indicated that he will attend this Public Works Committee meeting to answer any queries regarding the subject.

..... CONTINUED .....

4(a)

To : The Chairman & members of
the Public Works Committee

March 8, 1979

RECOMMENDATION : That the report from the Commissioner of Engineering and Works dated March 8, 1979 regarding the placing of Cable T.V. equipment underground, be received.

William P. Taylor

W. P. Taylor, P. Eng.
Commissioner,
Engineering and Works Department

WPT:sa

Approved by:
City Manager

Encl.

cc : City Manager
Commissioner of Planning
Commissioner of Rec. & Parks
Commissioner of Building
Commissioner of Finance
Mr. J. Dunn, MacLean Hunter Limited.

4(a)

Maclean-Hunter
CABLE TV
Limited

27 FASKEN DRIVE, REXDALE, ONTARIO, M9W 1K7 416-675-5930

February 28, 1979

Eg Hall

for report to Public Works

Feb. 28/79
WOT UPI 79/3/1
gl Mc Ayes 79/3/5
JVJ PJ 79/03/05

Mr. William Taylor
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir

This letter is a further report on underground Cable TV facilities in the city of Mississauga.

At the present time we still find it necessary to locate our active equipment above ground due to corrosive and drainage problems. New design concepts allow a minimal placement of pedestals but extensive repair maintenance results in lengthly outages and disatisfied subscribers.

The cable companies serving Mississauga, are testing new construction methods to alleviate as many of the problems as possible, but we still require more time to field test improved products and procedures.

I would therefore propose that passive equipment be allowed in pedestals adjacent to Hydro transformers not to exceed transformer height or width and all other flush to grade.

Yours truly

MACLEAN HUNTER CABLE TV LIMITED

Jim Dunn
Planning Department

JD/kf

c.c. Mr. P. Knox Credit Valley Cable TV/FM
Mr. D. Hiney Rogers Cable TV Limited
Mr. I. Grossoti Oakville Cable TV Limited

5

RECEIVED
REGISTRY No. 2566
DATE MAR 9 1979
FILE No. 38-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
22 191 00001

FEBRUARY 22, 1979

To: Chairman and Members of Public Works Committee

From: William P. Taylor, P. Eng. Engineering and Works

SUBJECT: Installation of Hydro, Bell Telephone and Cable T.V. in new plans of subdivision.

ORIGIN: Engineerng and Works Department.

COMMENTS: It has been brought to our attention at the Public Utilities Co-Ordinating Committee meetings that the Bell Telephone Company and the Cable T.V. companies are not having an opportunity to reach an amicable agreement with the developers and/or their contractors prior to the installation of Hydro cable in new plans of subdivision.

This problem has only arisen recently in that Hydro is now making it the responsibility of the developer to install Hydro Cable, similar to the way in which the City makes it the responsibility of the developer to install other services.

This could be a problem to the City in that,in the future,we could have the Bell Telephone and/or the Cable T.V. companies advise us that they have not made satisfactory arrangements for the installation of their plant, and they wish another location in the road allowance due to the fact that they cannot make arrangements with the developer.

We are, therefore, suggesting to Committee that one of the conditions which must be met prior to the Engineering Agreements being signed is that the developer has indicated to the City, in writing, that he has made satisfactory arrangements with the Bell Telephone, Cable T.V. and Mississauga Hydro,for the installation of their cables in a common trench.

RECOMMENDATION

That the following clause be incorporated into our Engineering Agreement:

"The developer, prior to the signing of this agreement, must submit in writing, evidence to the Commissioner of Engineering and Works that he has made arrangements with the Bell Telephone Company, the Cable T.V.,and the Hydro, for the installation of their cables in a common trench, in the prescribed location on the road allowance for the plan of subdivision."

WPT.mh
cc. E. M. Halliday,
All Commissioners

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner.

FORM 145

6

City of Mississauga

MEMORANDUM

Files: 11 121 00004
11 141 00039

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept: Engineering and Works

RECEIVED
REGISTRY No. 2362
DATE MAR 0 1979
FILE No. 7-74
134-79
CLERK'S DEPARTMENT

REQUEST NO. 49-79
Clerk's File: 7-79

March 2, 1979

SUBJECT: Occupancy or Encroachment Agreement - St. Lawrence Cement Co.

ORIGIN: Letter dated February 2, 1979, from St. Lawrence Cement Co.

COMMENTS: We are in receipt of a request from the St. Lawrence Cement Co. (copy attached) for the right to cross Lakeshore Road West with a proposed new 14 in. dia. private watermain.

We have discussed this matter with Mr. T. Morgan, P. Eng., Plant Manager for St. Lawrence Cement Co., and he has indicated that this new 14 in. dia. watermain is to replace the existing 10 in. dia. watermain which will be abandoned sometime after the installation of the 14 in. dia. watermain. This 10 in. dia. watermain was constructed in 1966 and at that time Lakeshore Road was under the jurisdiction of the Department of Highways of Ontario. Also, in 1956 a 54 in. dia. storm sewer was constructed across Lakeshore Road to provide storm drainage for the St. Lawrence Cement Co. plant. No doubt 23 years ago there was some permission granted by the Province of Ontario to cross Lakeshore Road, however, no formal agreement can be found at this time.

RECOMMENDATION: That the City of Mississauga approve the St. Lawrence Cement Co. request to construct a 14 in. dia. private watermain across Lakeshore Road road allowance subject to the following conditions;

1. That St. Lawrence Cement Co. enter into a registrable agreement with the City of Mississauga satisfactory to the City Solicitor permitting the installation of a 14 in. dia. watermain across Lakeshore Road and that this agreement will also include the existing private services.

2. That St. Lawrence Cement Co. be responsible for maintenance and repair of their services located within the limits of Lakeshore Road.

...2

Subject: Occupancy or Encroachment Agreement -
St. Lawrence Cement Co.

RECOMMENDATION - cont'd.

3. That St. Lawrence Cement Co. agree to indemnify and save harmless The Corporation of the City of Mississauga for all claims and actions that may arise as a result of their private services located within the City's road allowance.

4. That St. Lawrence Cement Co. agree that should the City ever require that these private services be altered or relocated for any reason whatsoever that all costs incurred will be the responsibility of St. Lawrence Cement Co., their heirs and assigns.

5. That no work will be undertaken with regard to the installation of the 14 in. dia. watermain until the applicant's plans have been approved by the Public Utilities Co-ordinating Committee and an open cut permit has been issued by the Engineering Department of the City of Mississauga.

6. That St. Lawrence Cement Co. shall insure against all claims for damages as a result of this installation from the commencement date of construction and to remain in effect for a period of one year after completion.

AEM:dw
Attach.

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

c.c. Mr. E. Halliday
Mr. D. Ogilvie
Mr. K. Cowan
Mr. L. Love
Mr. R. Edmunds
Mrs. L. Heaps

6 (h)

ST. LAWRENCE CEMENT CO.

2391 LAKESHORE RD. W. MISSISSAUGA, ONT. CANADA L5J 1K1 TEL 416 822-1653

RECEIVED
REGISTRY No. 1502
DATE FEB 12 1979
FILE No. T-79
CLERK'S DEPARTMENT

1979 02 12

City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Attention: Mississauga City Council
Mr. T. Julian, City Clerk

Ladies and Gentlemen:

It is our intention to obtain an occupancy or encroachment agreement with Mississauga City Council. Enclosed you will find a copy of our Drawing No. 143-1-29 Rev. 1, showing our existing private services and the position of our proposed new 14" diameter private water supply.

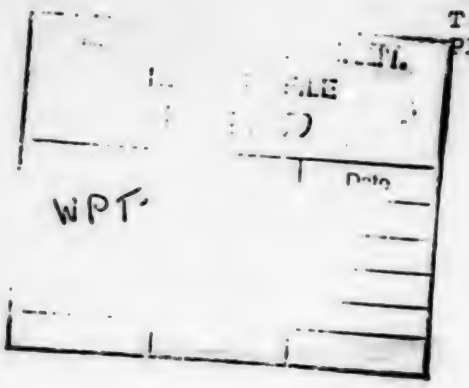
Existing services date back to 1956, and we hope by this measure to ensure a continued uninterupted service to our plant.

As expected we would assume all responsibility for such private services and would absolve the City of Mississauga of any installation or maintenance costs required for this water supply to our plant.

Yours Very Truly,

T. Morgan, P.Eng.
Plant Engineer

TM:bh
Att.



City of Mississauga

MEMORANDUM

4

FILE REFERENCE: 11 211 00025
11 211 00011
11 141 00039

Chairman and Members
Public Works Committee

From: William P. Taylor, P. Eng.
Engineering and Works

RECEIVED
REGISTRY No. 2363
DATE MAR 0 1979
FILE No. 24-79
34-79
CLERK'S DEPARTMENT

March 5, 1979

SUBJECT: Pre-servicing policy for new subdivisions

ORIGIN: Engineering and Works Department.

COMMENTS: At the present time we allow developers to pre-service plans of subdivision (storm sewers, sanitary sewers and watermains) once the engineering plans have been approved by the Region and the City, and a letter has been submitted by the developer to Council requesting such pre-servicing.

We would advise Committee that as a condition of the developer being allowed to submit a pre-servicing letter, and as a condition of approving the engineering, we recommend to the Public Works Committee and to Council he must be in possession of necessary easements for external sewers and watermains leading from his subdivision if such are required to develop the subdivision.

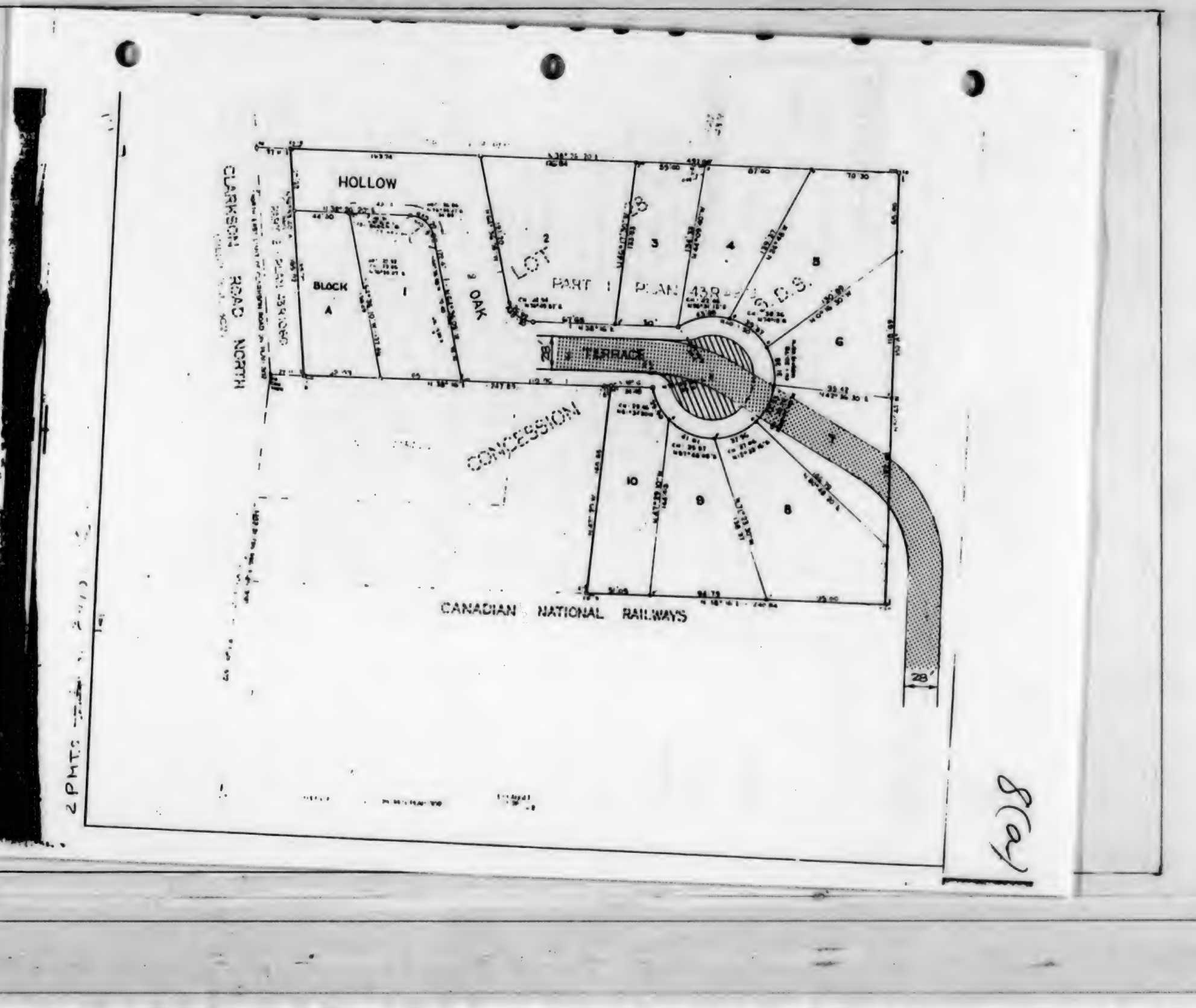
RECOMMENDATION:

That as an additional condition for pre-servicing in new subdivisions, developers be required to provide the City with satisfactory documentation that all external easements have been obtained prior to requesting pre-servicing from the City and the Region.

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. F. Love,
D. A. R. Ogilvie,
J. R. Beilby,
A. E. McDonald.


HOLLOW
CLARKSON ROAD NORTH
BLOCK A
OAK
LOT 2
PART 1 PLAN 43R-
TERRACE
28'
CONCESSION
CANADIAN NATIONAL RAILWAYS
28'
2 PMTS

9

City of Mississauga

MEMORANDUM

Files: 16 111 74068
11 141 00039

Chairman and Members of the
Public Works Committee

Mr. William P. Taylor, Commissioner

Engineering and Works

RECEIVED
REGISTRY No. 2534
DATE MAR 9 1979
FILE No. M-118
M-119
CLERK'S DEPARTMENT

February 23, 1979

SUBJECT: Erin Mills South, Neighbourhood 107A,
R.P. M-118 and M-119.

ORIGIN: Engineering and Works Department.

COMMENTS: This is to advise that this development is now ready to be assumed by the City of Mississauga. However, this Subdivision Agreement contains in Schedule 'F' two items of deferred works which cannot be done prior to development taking place on the west side of Winston Churchill Boulevard. They are as follows:

1. "Removal of guardrail, filling of temporary ditch along Winston Churchill Boulevard and removal of box culvert under Unity Gate."

2. "The pedestrian grade separation on Winston Churchill Boulevard is to be constructed in conjunction with the lands to the west of Winston Churchill Boulevard and upon upgrading of Winston Churchill Boulevard."

We would suggest that these matters could be handled in either of the following ways:

1. Cadillac Fairview could place an amount of money with the City equal to 50% of the cost of the deferred works. These monies would then be placed in a holding account with interest accruing so that when the lands on the west side are ready for development these funds can be used in conjunction with monies contributed by the Developers on the west side to complete the works.

2. Alternatively, these works could be deleted as a requirement for Neighbourhood 107A with Cadillac Fairview being advised that they, and/or their successors for the development of lands on the west side of Winston Churchill Boulevard would be responsible for these works when such development takes place.

...2

9(a)

Subject: Erin Mills South, Neighbourhood 107A,
R.P. M-118 and M-119

RECOMMENDATION: That Cadillac Fairview be advised that Neighbourhood 107A, R.P. M-118 and M-119 will be accepted and the following deferred works deleted as a requirement upon receipt of an undertaking from Cadillac Fairview that they acknowledge that the following works will be a future requirement of the development of their lands on the west side of Winston Churchill Boulevard between Burnhamthorpe Road and Highway 403.

1. Removal of guardrail, filling of temporary ditch along Winston Churchill Boulevard and removal of box culvert under Unity Gate.

2. The pedestrian grade separation on Winston Churchill Boulevard is to be constructed in conjunction with the lands to the west of Winston Churchill Boulevard and upon upgrading of Winston Churchill Boulevard.

Approved by:
City Manager

William P. Taylor

WPT:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

c.c. Mr. E. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie

10

City of Mississauga FILE REFERENCE: 16 111 65029
11 141 00039

MEMORANDUM

Chairman and Members
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

March 9, 1979

RECEIVED
REGISTRY No. 2567
DATE MAR 9 1979
OZ/22/64
FILE No. 139-79
CLERK'S DEPARTMENT

SUBJECT: Assumption of Municipal Works in Applewood Dundas Subdivision - OZ/22/64

ORIGIN: Subdivision Agreement between Applewood Dundas Limited and the Town (City) of Mississauga dated May 7, 1965.

COMMENTS: As far as this department is concerned, the developer has complied with all of the requirements in this Subdivision Agreement covering two blocks located north of Dundas Street East and east of Tomken Road.

No by-law is required for establishing any widenings or road allowances, as public highway, or as part of the municipal highway system of the City of Mississauga.

RECOMMENDATIONS: 1 - That the City assume the municipal works provided by Applewood Dundas Limited, under the terms of the Subdivision Agreement dated May 7, 1965.

2 - That all securities be returned to the developer Applewood Dundas Limited.

William P. Taylor, P. Eng.,
Commissioner.

BB/mh

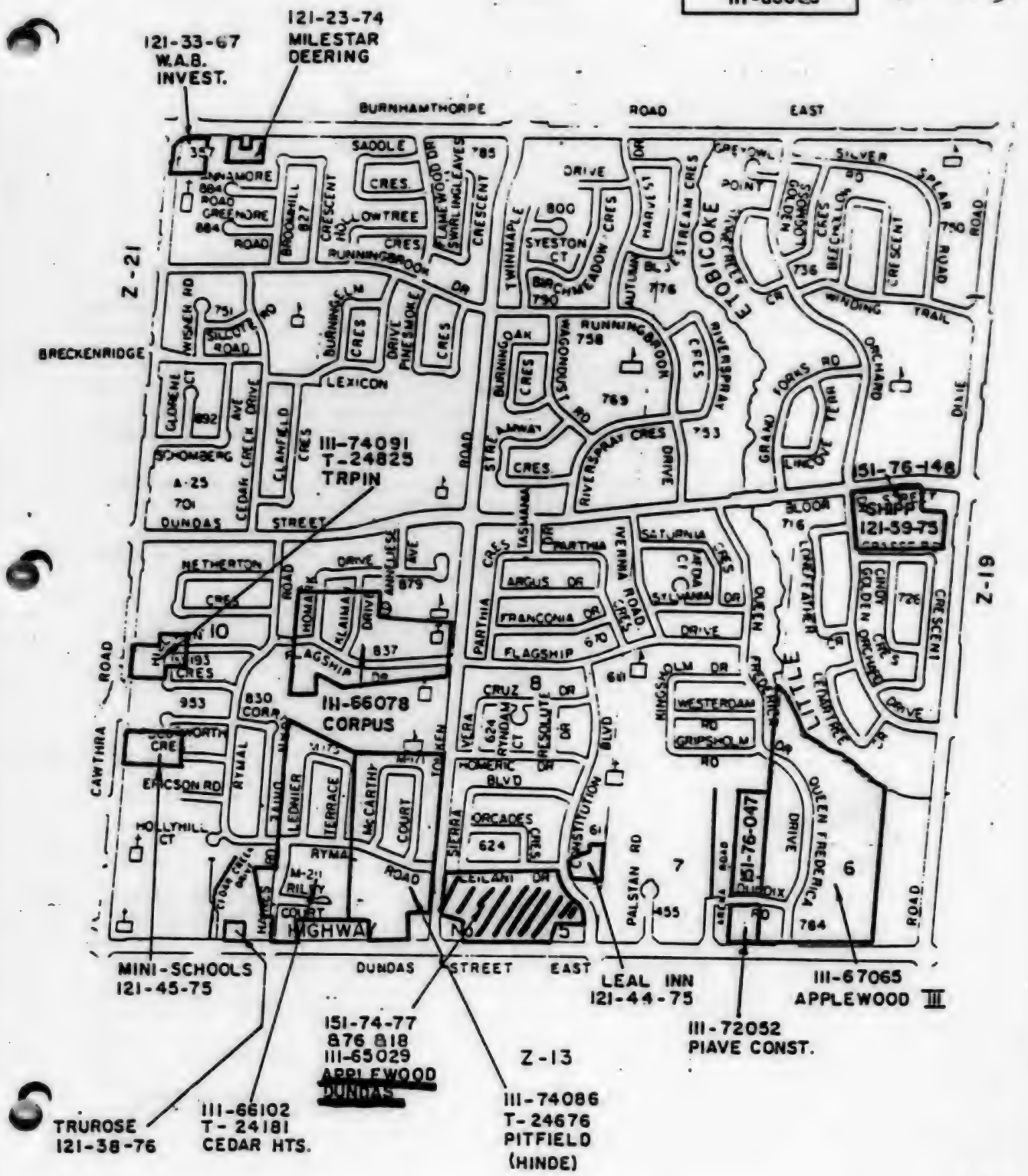
c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. F. Love,
D. A. R. Ogilvie,
W. Munden,
W. J. Richmond,
D. J. Debenham,
J. R. Beilby.

Approved by:
City Manager

Z-27

METRO PEEL
111-65085

10(a)



FILE REF: 11 141 00039
11 161 00011
13 211 00023

City of Mississauga

MEMORANDUM

12.

To: Chairman and Members of the Public Works Committee, City of Mississauga

From: William P. Taylor, P. Eng., Commissioner

Dept: Engineering and Works

March 14, 1979

LADIES & GENTLEMEN:

SUBJECT: Lane designation at Dundas Street, Erindale Station Road and Glengarry Road.

ORIGIN: Engineering Department.

COMMENTS: The southbound vehicle traffic lanes at the Dundas Street, Erindale Station Road and Glengarry Road intersection have received special direction designation through traffic signing. This lane designation became effective during the reconstruction of this intersection and it appears to be functioning satisfactorily.

It is necessary that this special lane designation be included in our Traffic By-Law #234-75, as amended. The attached draft by-law outlines the present operation of each southbound traffic lane on Erindale Station Road at the Dundas Street intersection.

RECOMMENDATIONS:

1) That the special directional vehicle traffic lanes for southbound traffic on Erindale Station Road at the Dundas Street intersection continue to operate.

2) That the attached draft by-law to amend Traffic By-Law #234-75, as amended, be approved.

Approved by:
City Manager

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2928
DATE MAR 20 1979
FILE No.
CLERK'S DEPARTMENT

FORM 145

13.

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
13 211 00217

Chairman and Members of the
Public Works Committee
City of Mississauga

William P. Taylor, P. Eng., Commissioner
Engineering and Works

March 9, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire Access Route By-Law.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law #234-75, as amended, by adding to Schedule XVIII, a number of listings under Designated Fire Routes.

These amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property.

Accompanying this By-Law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECOMMENDATIONS:

1) That the attached draft By-Law amending Traffic By-Law #234-75, as amended, be approved.

2) That the Agreement Forms accompanying this By-Law revision as contained herein, be executed by the Mayor and Clerk.

Approved by:
City Manager

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2724
DATE MAR 14 1979
FILE No. 12-79
CLERK'S DEPARTMENT

14

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
22 121 00002

Chairman and Members
Public Works Committee

From William P. Taylor, P.Eng., Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 2765
DATE MAR 15 1979
FILE No. 22-79
CLERK'S DEPARTMENT

March 14, 1979

LADIES & GENTLEMEN :

SUBJECT : Q.E.W. Ramp Metering.

ORIGIN : Engineering Department

COMMENTS : A recent meeting was held involving the M.T.C., the Mayor, Councillors Marland and Mahoney, together with City and Regional staff to discuss the Q.E.W. ramp metering.

The Ministry indicated their desire to conduct certain studies concerning existing and expected future operating conditions related to the ramp metering. A working committee has now been formed involving members from the M.T.C., City of Mississauga, Town of Oakville, Region of Peel and the Region of Halton.

The committee will meet on a regular basis and direct a study. The objective of the study is "to identify appropriate traffic system management strategies which will result in efficient and equitable allocation of the available transportation resources within the Q.E.W. Freeway Corridor. Short and long-term strategies are to be examined which reflect conditions both during and after the extensive new construction which is presently being undertaken by the Ministry".

The study will include the following elements :

- Analysis and examination of the existing ramp metering system and traffic conditions on arterial roads in Mississauga

- Investigation of upstream metering strategies including the ramp metering now proposed for Winston Churchill Blvd and Ford Drive interchanges together with a review of the feasibility of metering ramps further west

- Review of the benefits of interconnecting traffic signals on the alternate arterial routes. This will include examination of the current levels of Ministry subsidy funding which restricts the City's ability to interconnect arterial traffic signals

FORM 145

continued ...

14(a)

SUBJECT : Q.E.W. Ramp Metering

COMMENTS :
continued ...

- Examination of the feasibility of main line metering on the Q.E.W.

- A preliminary study of the feasibility of priority ramp metering for high occupancy vehicles (H.O.V.) such as car pools and buses.

- Examine the impact of Highway 403 construction on traffic in the Q.E.W. corridor.

At this time it is anticipated that the study will likely be completed during the Fall of 1979.

RECOMMENDATION : That this report dated March 14, 1979 from the Commissioner of Engineering and Works regarding Q.E.W. Ramp Metering, be received for information purposes.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

RKW:jb

City of Mississauga

MEMORANDUM

FILE REF: 11 141 00039
11 121 00021
16 111 79042

15.

Chairman and Members of the
Public Works Committee
City of Mississauga

William P. Taylor, P. Eng., Commissioner
Engineering and Works

March 12, 1979

LADIES & GENTLEMEN:

SUBJECT: Streetlighting improvements at the intersection of Grenville Drive and Maple Grove Avenue.

ORIGIN: Memo to W.P. Taylor from Councillor L. Taylor dated February 22, 1979.

COMMENTS: The streetlighting at the intersection of Grenville Drive and Maple Grove Avenue is unsatisfactory. The streetlighting could be improved to conform to City lighting policy by installing 2-70 watt high pressure sodium luminaires, as shown on the attached drawing. This installation could be completed for approximately $2,500.00 and funded from the 1979 streetlighting from current funds account.

RECOMMENDATIONS:

1) That 2-70 watt high pressure sodium streetlights be installed at the corner of Grenville Drive and Maple Grove Avenue.

2) That the funding for this installation be taken from the 1979 City account 08680-84, capital streetlighting from current accounts.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

DWR:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2719
DATE MAR 14 1979
FILE No. 22-79
CLERK'S DEPARTMENT

Approved by:
City Manager

FORM 145

15(a) –

City of Mississauga

MEMORANDUM

To W. P. TAYLOR, COMMISSIONER — From COUNCILLOR L. TAYLOR

Dept. ENGINEERING AND WORKS — Dept. WARD 4

February 22, 1979

RE: Street Light - Maple Grove and Grenville

Please look into the possibility of having a street light installed at the corners of Maple Grove and Grenville (north-west).

Thank you.

M. Gayle Taylor

Councillor L. Taylor

/ah

cc: Ward 4 Council
E. Halliday

– ANSWER 79-03-06 To W. P. T
Recommending 2 lights
– ESTIMATED COST $2500.00

cc given W.P.T. J.V.F. 79/2/23 D Rae

MAPLE GROVE AVENUE

SUPPLY AND INSTALL 2-70W TYPE 2 HIGH PRESSURE SODIUM LUMINAIRES ON 32.5 ft DIRECT BURIED CONCRETE POLE - (OVERHEAD WIRING)

307 309 311 323 327 335 337 341 345

MH.C.B.#5 MH.#6 MH.C.B.#6

312 320 328 3091 346

GRENVILLE DRIVE

SAN. SEW.

16.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039

Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Engineering and Works

RECEIVED
REGISTRY No. 2874
DATE MAR 19 1979
FILE No. 139-79
CLERK'S DEPARTMENT

March 16, 1979

Gentlemen:

We have been asked to report on the workload for this department for the year 1979, and wish to advise that it will be substantial.

Further, if the budget cuts appear to require staff reductions we will advise Committee as to the impact of this at the appropriate time.

Approved by:
City Manager

WPT:mh

for William P. Taylor, P. Eng.,
Commissioner.

c.c. E. M. Halliday,
All Commissioners.

17.

City of Mississauga

MEMORANDUM

Files: 11 321 81001
11 121 00049
11 141 00039

To: The Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 2801
DATE MAR 1 0 1979
FILE No. 18-79
39-79
CLERK'S DEPARTMENT

REQUEST NO. 290-78
Clerk's File: 67-78

March 14, 1979

SUBJECT: Reconstruction of Bramalea Road

ORIGIN: City of Brampton Resolution dated November 6, 1978

COMMENTS: City of Brampton Council at its meeting held on November 6, 1978 endorsed the following resolution:

"THEREFORE BE IT RESOLVED

a) That the City of Brampton petition the Region of Peel to bring forward from the 1982 Capital Works to the 1979 program the reconstruction of Derry Road from Cattrick Street to Dixie Road and the installation of signals at Bramalea Road.

b) That the City of Mississauga be asked to carry out the reconstruction of Bramalea Road already included in their Capital Works Program.

c) That the City of Brampton approach the Ministry of Transportation and Communications to establish a cost-sharing and construction of a grade separation on Bramalea Road.

d) That a copy of this material be forwarded to the Ministry of Transportation and Communications, our local MPP, the City of Mississauga and the Region of Peel."

We have been requested to report on Section (b) of the resolution with respect to the reconstruction of Bramalea Road. We wish to advise that at the present time Bramalea Road is contained in the proposed Five-Year Capital Budget and is scheduled for reconstruction in 1981.

RECOMMENDATION: That when the Five-Year Capital Budget is approved by Council the City of Brampton be notified as to what year Bramalea Road is scheduled for reconstruction by the City of Mississauga.

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner, Engineering and Works.

c.c. All Commissioners
Mrs. L. Heaps

FORM 145

18.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
16 111 75074

RECEIVED
REGISTRY No. 3217
DATE MAR 14 1979
FILE No. 21-15
21-113
CLERK'S DEPARTMENT

Chairman and Members
Public Works Committee

William P. Taylor
Engineering and Works

March 9, 1979

SUBJECT: Erin Mills South Neighbourhood 107A
Internal sanitary and storm trunk sewers

ORIGIN: Engineering and Works Department

COMMENTS: The subject works are located within the Erin Mills South Neighbourhood 107A development (Registered Plan M-118 and M-119) north of Burnhamthorpe Road and just east of Winston Churchill Boulevard.

As far as the Engineering and Works Department is concerned, the Developer has complied with all requirements of the Engineering Agreement for the installation of these internal sanitary and storm trunk sewers.

RECOMMENDATIONS:
(1) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.

(2) That the City release all securities to the Developer, Cadillac Fairview Corporation Limited.

Approved by:
City Manager

William P. Taylor, P. Eng.
Commissioner

CPT/[illegible]/GRB/AEM/sr

cc: City Manager
All Commissioners
W. Munden
W.J. Richmond
Region of Peel - Att: Mr. D. Markle - Sanitary Division
Mr. J.B. Wright - Water Division
D.J. Debenham

FORM 145

19

City of Mississauga

MEMORANDUM

To Mr. T. Julian — From Mayor Hazel McCallion

Dept. Clerk's — Dept.

RECEIVED
REGISTRY No. 2-116
DATE MAR 14 1979
FILE No. 59-79
CLERK'S DEPARTMENT

March 13, 1979

Would you please arrange to place the attached memorandum from Mr. Taylor regarding garbage collection over the Christmas and New Year's holidays on the Works Committee Agenda.

The Committee might have some suggestions to make.

1. The schedule over the holidays for pick-up.
2. How best to publicize the arrangement over the holidays.

I believe confusion also exists on July 1st and Civic Holiday etc.

Sincerely,

Hazel McCallion
Mayor

HM/gb
c.c. Mr. E. Halliday
Councillor K.Dear

FORM 145

19(a)

City of Mississauga

MEMORANDUM

File: 15 111 00014

To Mayor H. McCallion

From Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

January 23, 1979

Re: Garbage Collection -
Christmas and New Years 1978.

In reply to your memorandum dated January 2, 1979 concerning garbage collection in the Malton area, we wish to advise that regular collection was performed on December 26 and 27, 1978 for the Monday and Tuesday areas respectively. The problem was not confined to the Malton area only but also affected the southern portion of the City as well.

Munisan staff advised that collection was made on all streets in the collection areas, however, a considerable amount of garbage was not placed out in time for pickup. The routes were retraced twice.

Mr. John Fitzsimmons of our Waste Collection Section checked with residents on Grassfire Crescent, Hickory Drive, Morning Star Drive and Ginger Downs from where complaints were received and was advised by residents that garbage had been collected on the designated day, however, several residents had placed garbage out, as did their neighbours, after the garbage packer had gone by. Several residents have phoned subsequent to the article in The Star (January 3, 1979) to advise that collection of garbage had taken place.

After considerable investigation done by our staff regarding the various number of complaints we feel that Munisan is providing the City with good service.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. Halliday

19(a)

Mr. William Taylor

Commissioner of Engineering

Mayor Hazel McCallion

January 2nd, 1979.

Re: Garbage Collection - Malton Area

Over Christmas and New Year's 1978

Dear Bill,

This will confirm my discussion with you this morning that I would appreciate your investigating this entire matter because, due to the reports that are being placed with me, I think that it is an urgrat matter that needs prompt attention. It is unacceptable, in my opinion, for what has happened in Malton this past two weeks and I don't know whether it is our supervision that is not adequate, or whether Munisan's service in that area got fouled up somehow with either inexperienced people, or what, but something happened which, in my opinion, has caused a very unfavourable situation, especially in the Malton area!

Your prompt attention and recommendations as to how this can be solved would be appreciated.

Hazel McCallion,
Mayor.

HM/ss

19(c)

City of Mississauga

MEMORANDUM

Files: 15 111 00002
15 111 00010
11 141 00039

To: The Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner
Engineering and Works

Date:

REQUEST NO. 101-79
Clerk's File: 59-79

March 30, 1979

SUBJECT: Garbage Collection

ORIGIN:
1. Letter from Superior Sanitation Services dated January 8, 1979, copy attached.
2. Report Request No. 101-79.

COMMENTS: We are in receipt of a letter from Superior Sanitation Services requesting to change the Monday collection to Tuesday, and the Tuesday collection to Wednesday.

City Council also adopted the following resolution on March 12, 1979:

"That the Commissioner of Engineering and Works negotiate with the City's contractors, Munisan Ltd., the possibility of commercial garbage pickups being made on Tuesdays and Thursdays rather than Mondays and Fridays and report to the Public Works Committee."

We cannot support a change in accordance with this resolution as it would unbalance the twice a week pickup schedule inasmuch as a commercial establishment would have to wait from any given Thursday to the next Tuesday for its second pickup. We do, however, suggest that a Tuesday, Friday pickup would be feasible and in compliance with the intent of the resolution providing the entire City was picked up on Tuesday and the entire City was picked up again on Friday for all those receiving twice a week pickup. The once a week pickup areas would remain on a Monday, Tuesday -- Thursday, Friday schedule.

The following is a brief summary of the level of service which we provide under the present Garbage Collection Contract. The level of service provided by the City of Mississauga is once per week collection for single family dwellings and industrial establishments (office waste only) and twice per week collection for multi-family developments, commercial and institutional. Twice a week collection is undertaken on a Monday, Thursday -- Tuesday, Friday schedule which splits the week as reasonably as possible in order to balance the amount of garbage and also provide as even an amount of time as is possible between the two pickups.

...2

19(d)

SUBJECT: Garbage Collection

COMMENTS - cont'd. The present Garbage Contract is for five years duration and expires in June 1981. New tenders would normally be called early in 1981 which is less than two years from now.

In accordance with Council's direction, discussions were held with Mr. R. Murray, President of Superior Sanitation Services, on March 28, 1979 and Mr. Murray verbally indicated that he would be prepared to pickup all premises receiving twice a week pickup on a Tuesday and Friday at no additional cost to the City providing that City Council would extend the duration of the contract by two years. The new expiry date would then be June 1983. This is an extremely large contract involving approximately Two Million Dollars per year, and as you can appreciate, it is very difficult for us to determine whether this arrangement would be economically feasible for the City to undertake as we would be attempting to guess at what prices would be bid in 1981 when the renewal of the contract is put out to public tender together with population increases and inflation clauses applicable at that time. It will, therefore, have to be a Committee decision and subsequent Council approval if you are prepared to enter into this extension with Superior Sanitation Services. There would be no change in the single family once per week pickup under this arrangement.

There was also a condition set out by Superior Sanitation Services that the notification of the residents that their garbage collection day was to be changed from a Monday to a Tuesday and from a Thursday to a Friday would be at the expense of the City and this is estimated to be in the area of $3,000.00.

As the Committee is aware, we also put out a Garbage Collection Schedule to all of the residents advising them of the Holiday Schedule and when their garbage will be collected. In this connection we submit the following for your consideration:

Holiday	Regular Collection Day	Date to be Collected
GOOD FRIDAY	Thursday, April 12 Friday, April 13	Thursday, April 12 Saturday, April 14
VICTORIA DAY	Monday, May 21 Tuesday, May 22	Tuesday, May 22 Wednesday, May 23
DOMINION DAY	Monday, July 2 Tuesday, July 3	Tuesday, July 3 Wednesday, July 4

...3

19(e)

SUBJECT: Garbage Collection

COMMENTS - cont'd.

Holiday	Regular Collection Day	Date to be Collected
CIVIC HOLIDAY	Monday, August 6 Tuesday, August 7	Tuesday, August 7 Wednesday, August 8
LABOUR DAY	Monday, September 3 Tuesday, September 4	Tuesday, September 4 Wednesday, September 5
THANKSGIVING DAY	Monday, October 8 Tuesday, October 9	Tuesday, October 9 Wednesday, October 10
CHRISTMAS DAY	Tuesday, December 25	Wednesday, December 26
NEW YEAR'S DAY - 1980	Tuesday, January 1	Wednesday, January 2

RECOMMENDATIONS:

1. That Public Works Committee consider recommending to Council to change the scheduled days for twice a week pickup from a Monday, Tuesday — Thursday, Friday schedule to a Tuesday — Friday schedule for the entire City.

2. If Recommendation No. 1 is approved, that the Public Affairs Department be authorized to advise all of the affected residents accordingly at an estimated cost of $3,000.00.

3. That the Holiday Schedule for 1979 be approved as follows for once per week pickup.

Holiday	Regular Collection Day	Date to be Collected
GOOD FRIDAY	Thursday, April 12 Friday, April 13	Thursday, April 12 Saturday, April 14
VICTORIA DAY	Monday, May 21 Tuesday, May 22	Tuesday, May 22 Wednesday, May 23
DOMINION DAY	Monday, July 2 Tuesday, July 3	Tuesday, July 3 Wednesday, July 4
CIVIC HOLIDAY	Monday, August 6 Tuesday, August 7	Tuesday, August 7 Wednesday, August 8
LABOUR DAY	Monday, September 3 Tuesday, September 4	Tuesday, September 4 Wednesday, September 5
THANKSGIVING DAY	Monday, October 8 Tuesday, October 9	Tuesday, October 9 Wednesday, October 10

...4

1981

SUBJECT: Garbage Collection

RECOMMENDATIONS - cont'd.

Holiday	Regular Collection Day	Date to be Collected
CHRISTMAS DAY	Tuesday, December 25	Wednesday, December 26
NEW YEAR'S DAY - 1980	Tuesday, January 1	Wednesday, January 2

4. That garbage collection for those premises receiving twice a week pickup be made on a Tuesday and a Friday with the exception of Good Friday, Christmas Day and New Year's Day when the collections will be made on the day following.

5. That the Public Affairs Department be instructed to advise all the residents of the City of Mississauga of the Holiday Garbage Collection Schedule for 1979.

6. That if the Public Works Committee and Council decide to accept the Superior Sanitation Services proposal, the change be implemented in July 1979 and that the present Garbage Collection Contract be extended for two years with no change in the terms and conditions, and that the Legal Department be authorized to implement the necessary changes in the contract.

AEM:dw
Attach.

Approved by:
City Manager

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. All Commissioners
Mr. E. Halliday
Mr. M. Boyd
Mrs. L. Heaps

20.

City of Mississauga

MEMORANDUM

Files: 22 191 00001
11 141 00039

To: The Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept: Engineering and Works

Dept: _____

RECEIVED
REGISTRY No. 3253
DATE MAR 28 1979
FILE No. 139-79
CLERK'S DEPARTMENT

March 15, 1979

SUBJECT: Charging a fee to Utility Companies for installation of plant within the road allowance.

ORIGIN: Request by Mayor H. McCallion.

COMMENTS: Utility Companies, including the City of Mississauga and the Region of Peel, who wish to construct their plant within the City road allowance must apply to the City for an Open-Cut Permit together with the necessary drawings showing location details, etc. for circulation through the Public Utilities Co-ordinating Committee and subsequent approval by the City. There are no charges made from one Utility Company to another Utility Company for this processing. It is estimated that there are approximately 900 to 1,100 Open-Cut Applications processed each year by the City (this does not include cuts on Regional roads) and the following is a breakdown of the applications received and approved during the last five years which will give the Committee some idea of the magnitude involved.

	1974	1975	1976	1977	1978
Bell Canada	662	438	566	587	595
Mississauga Hydro	263	187	176	245	263
Consumers' Gas	88	66	55	65	71
Region of Peel	44	44	43	64	42
Ontario Hydro	7	5	1	4	-
City of Mississauga	51	70	64	70	61
Cable Company	49	16	10	53	44
Recreation and Parks	-	9	8	14	28
Streetsville Hydro	4	2	2	-	-
Trans Northern Pipeline	6	1	-	-	-
TOTAL	1,174	838	925	802	1,104

...2

20(a)

Subject: Charging Fee to Utility Companies

COMMENTS - cont'd. When any Utility Company commences installation at a given location stake-outs are also requested in the field from all other Utility Companies. There is no charge for this as the purpose of this exercise is to protect one's own plant. The applicant is responsible for the cost involved in making temporary repairs of the cut and also the permanent repair after completion of the job. The inspection of the utility installations within the public road allowance involves one open-cut permit clerk and a half-ton pickup on a full time basis. The processing of applications would require approximately 40% of one clerk's time.

When the City makes a permanent repair to the cut on behalf of the Utility Company by its own forces the City charges 35% overhead on the labour and 12% overhead on materials and equipment. When the repair on the utility cut is performed by the City by contract the 10% markup is added by the City prior to billing the various Utility Companies.

We would, therefore, calculate the approximate cost to the City for the processing and inspection of utility cuts is in the area of $20,000.00 per year net. We would suggest that this is money well spent and that if these costs were charged out to the various Utility Companies by means of a charge for an Open-Cut Permit the net result would probably be that one additional staff member would be required for which I am not prepared to recommend at this time even though it may be self-sustaining.

We would suggest, however, that this matter be again reviewed in approximately two to three year's time to see if the situation has changed. It should also be pointed out that the Utility Companies pay taxes to the Municipality for the privilege of occupying the road allowance and as a matter of interest the taxes paid by Bell Canada to the City of Mississauga in 1978 amounted to $2,047,592.30.

...3

20(h)

Subject: Charging Fee to Utility Companies

RECOMMENDATIONS:

1. That no fee be charged for Open-Cut Permits issued by the City of Mississauga for the installation of utilities within the City of Mississauga road allowance.

2. That this matter be reviewed in two to three years time.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

Approved by:
City Manager

c.c. Mr. E. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie

21

City of Mississauga

MEMORANDUM

Mayor and Members of Council

From L.W. Stewart Q C/W.P. Taylor P.Eng.

Dept. City Solicitor/Commissioner of Eng.

RECEIVED
REGISTRY No. 3323
DATE MAR 29 1979
FILE No. 53-79
CLERK'S DEPARTMENT

21 March 1979

SUBJECT : SHALLFORD ROAD DRAINAGE EASEMENT

ORIGIN : Memorandum from Councillor McKechnie, May 25

COMMENTS : The Township of Toronto obtained a drainage easement over the rear ten feet of certain lots located on Shallford Road. Several of the owners of the lands subject to this easement have, in direct contravention to the provisions of the easement, obstructed the easement through the depositing of fill, erection of retaining walls, etc. The offending owners have been advised by mail that they are in fact in contravention of the conditions of the easement but have taken no steps to remove the obstructions.

Ponding is the result of the obstructions and in order to rectify the problem it will be necessary for corrective measures to be taken to remove obstruction. The Engineering Department has the resources available to enter onto the land and carry out the necessary works. Under the easement the City has the right as the successor of the Corporation of the Township of Toronto to enter onto the easement.

RECOMMENDATION: It is recommended that the Engineering Department be instructed to enter upon and remove the obstructions from those portions of the City's easements at the rear of the lands on Shallford Road and that the owner of each of the properties who have refused to remove the obstructions be billed for the City's costs for carrying out such removal.

Approved by:
City Manager

L. W. Stewart Q.C.
City Solicitor

William Taylor

W.P. Taylor P.Eng.
Commissioner of Engineering
and Works

WWM:psp

22

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00010

To Chairman and Members — From William P. Taylor, P.Eng., Commissioner

Dept Public Works Committee — Dept Engineering and Works

Request No. 97-79
File No. 86-79

March 29, 1979

LADIES & GENTLEMEN :

SUBJECT : Request for an all-way stop at Truscott Drive and Lorne Park Road.

SOURCE : Letter from Mrs. I. Cumberland to Mayor H. McCallion dated March 3, 1979.

COMMENTS : The Engineering Department reviewed a request for an all-way stop at Lorne Park Road and Truscott Drive in July, 1978. Accident records were reviewed and there were no traffic related problems to justify the installation of an all-way stop at that time.

The Credit Woodlands Pilot Project report recently submitted to Council through the Public Works Committee suggested criteria for the installation of all-way stop signs.

Considering this intersection on a volume basis, these criteria for the installation of all-way stop signs are satisfied. Accident statistics are not a major factor and are similar to other locations in the area where two collector roads intersect. This intersection is well marked, visibility is good and it operates well. From a traffic standpoint, an all-way stop would not improve traffic operations or safety.

If Council desires to implement an all-way stop it would not be detrimental to traffic operations and this department has no objection. A draft by-law to effect an all-way stop on Lorne Park Road and Truscott Drive is attached should Council decide to implement same.

continued ...

22(a)

SUBJECT : Request for an all-way stop at Truscott Drive and Lorne Park Road.

RECOMMENDATIONS :

1) That the report dated March 29, 1979, regarding an all-way stop at Lorne Park Road and Truscott Drive from the Commissioner of Engineering and Works Department, be received.

2) That if Council wishes to implement an all-way stop at this location, the attached draft by-law amending By-Law No. 234-75, as amended, be approved.

Approved by:
City Manager

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

WPT:jb

REGISTRY No. 2449
DATE MAR 8 1979
FILE No. 86.79
CLERK'S DEPARTMENT

1407 Crescent Road,
Mississauga, Ont. L5H 1P5
March 3, 1979

RECEIVED
MAR 7 19
MAYOR'S OFFICE

Mrs. Hazel McCallion, Mayor,
1 City Centre Dr., Mississauga, Ont.

Dear Mayor McCallion,

For some time now, Lorne Park Road between Indian Road and the curve at Birchwood Road has been used as a racetrack by numerous speeding cars, endangering the many children from both lorne Park Public School and Lorne Park Secondary School who use this road several times a day.

May I suggest that the Mississauga Roads Dept. be asked to make the corner of Lorne Park Road and Truscott Avenue a three-way stop street? This would protect the many students who cross at this intersection, it would make turns for cars there easier and safer and it might, hopefully, slow down the many speeders on Lorne Park Road.

Thank you for your kind attention.

Sincerely

Inge Cumberland

(Mrs. I. Cumberland)

copies to Mrs. Marland, The Mississauga Times and the Mississauga News.

REFERRED TO
W.TAYLOR #97-79)
(REQUEST FOR REPORT

23

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
13 111 00008

Chairman and Members of
Public Works Committee

William P. Taylor, P. Eng.
Commissioner, Engineering & Works
R. K. Johnston,
Property Agent

March 28, 1979

SUBJECT: Toronto Area Transit Operating Authority - Dixie Road Property - Part 4, Plan 43R2654.

ORIGIN: Letter from Coleman, McTavish, Barristers & Solicitors, dated March 12, 1979.

COMMENTS: In the above referenced letter (copy attached), the City has been requested to deed Part 4, Plan 43R2654 to TATOA in order that they may have an access road from Dixie Road to their new "GO" Station and parking lot, which is to be located on Part 12. (Sketch attached).

TATOA already owns Part 16. The proposal that TATOA has made is that the City deed Part 4 to TATOA for the sum of $1.00, to be used as a private road which will be built to TATOA standards and maintained by them indefinitely.

We would advise, that after reviewing this proposal with R. G. B. Edmunds, Commissioner of Planning, it would appear that the City should retain ownership of Part 4 in order that a public road allowance could be provided some day in the future to service the lands to the north if this is found to be desirable or necessary for the City.

RECOMMENDATIONS:

Approved by:
City Manager

1 - That TATOA be granted use of Part 4 for access to the Dixie Road "GO" Station for the sum of $1.00 per annum.

2 - That an agreement be entered into with TATOA as follows:-

a) - that if the City of Mississauga decides that Part 4 Plan 43R2654 and Part 16 Plan 43R2654 are required in the future to become part of a public road allowance, TATOA agrees to the dedication of same; and

b) - that a requirement be included in the agreement that the road to be constructed on Part 4 and Part 16 be to the standards of the City of Mississauga, and all costs for same are to be borne by TATOA.

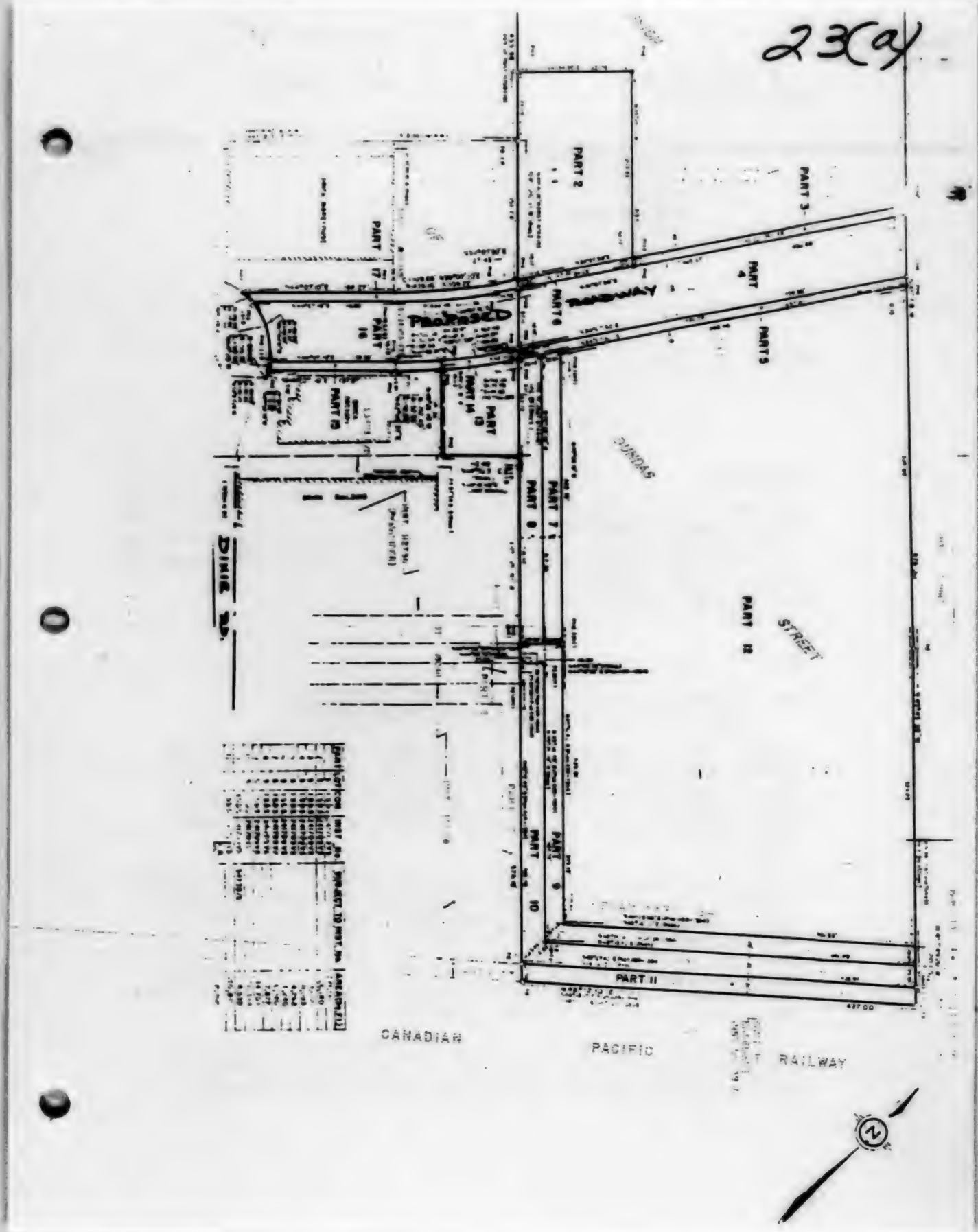
RECEIVED
REGISTRY No. 3273
DATE MAR 29 1979
97-79
FILE No. 111-79
CLERK'S DEPARTMENT

WPT.mh
c.c.
E.M.Halliday

Robert K. Johnston,
Property Agent

William P. Taylor, P. Eng.
Commissioner

2394


PART 2
PART 3
PART 4
PART 5
PART 6
PART 7
PART 8
PART 9
PART 10
PART 11
PART 12
PART 13
PART 14
PART 15
PART 16
PROPOSED
DUNDAS
STREET
DIXIE RD.
CANADIAN
PACIFIC
RAILWAY
N

Coleman, McTavish
Barristers and Solicitors

Willson A. McTavish, Q.C.

Bryan G. Coleman, LL.B.

The Fitness Institute Building
2021 Cliff Road
Suite 205
Mississauga, Ontario
L5A 3N7

Telephone
(416) 277-2776

23(b)

BY-HAND

March 12, 1979

DELIVERED

William Taylor, Esq.,
Commissioner of Works
and Engineering,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.
L5B 1M2

Dear Mr. Taylor:

Re: Toronto Area Transit Operating Authority -
Dixie Road Property - Part 4, Plan 43R2654

Further to our meeting on January 29th, this letter is to confirm that we are the solicitors for the Toronto Area Transit Operating Authority ("TATOA") with respect to the development of the Dixie Road property. In this regard I am enclosing herein a photocopy of Plan 43R2654 for your reference.

As you are aware, Part 12 on the said Plan has been acquired by TATOA and in order to provide access to Part 12, I have been instructed to ask that the City convey the title to Part 4 to TATOA at no cost to TATOA. TATOA would be prepared to complete construction of the road over Part 4 in accordance with its own standards and at its own expense. Furthermore, TATOA would be prepared to maintain the private road indefinitely at its own expense.

I am advised that Part 4, which is owned by the City, was acquired at no cost to the City at the time the owners of Part 1 rezoned their property for development purposes.

23(c)

As there is some urgency in completing this matter, I would appreciate it if you would have this letter put on the agenda for consideration by Council at the earliest possible date.

I look forward to hearing from you.

Yours very truly,

COLEMAN, McTAVISH

Bryan G. Coleman

BGC/mc

24

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
12 111 00012

Chairman and Members
Public Works Committee

From William P. Taylor, P.Eng., Commissioner
Engineering and Works

RECEIVED
REGISTRY No. 3274
DATE MAR 29 1979
FILE No. 139-79
CLERK'S DEPARTMENT

March 26, 1979

LADIES & GENTLEMEN :

SUBJECT : Street Name Sign Standard

SOURCE : Engineering and Works Department

COMMENTS : In October 1976, a report was submitted to the Physical Services Committee and approved by Council establishing a street name sign standard for the City of Mississauga.

For the past two years this department has evaluated the upper and lower case style lettering presently in use on both the 6 inch and 8 inch street name signs. We have found that legibility of the 3 inch upper and lower case lettering on the local size street name blank is somewhat deficient. A motorist would have to be relatively close to the intersection to be able to identify the legend on the street name sign.

In view of this, we propose to revise the standard to 4 inch upper case lettering which we feel provides much better legibility of the message at greater distances. The same colour combinations will be retained, i.e. white reflective letters on a blue reflective background.

We find the 5 inch upper and lower case letters on the 8 inch arterial street name blank, to be acceptable. However, for the purpose of standardization, we propose to go to 6 inch upper case letters on this sign also. This will improve the legibility of these signs at greater distances which is an important factor considering they are erected on arterial roadways which carry higher volumes of traffic at speeds greater than those on local roadways.

The upper and lower case lettering presently in use is more attractive to some in style; however, for practical purposes the upper case lettering provides better legibility. Safety would be increased in that motorists could read the sign from greater distances and prepare for a possible turn sooner.

continued ...

24(a)

SUBJECT : Street Name Sign Standard

COMMENTS :
continued ... There will not be any additional expense by changing the legend to upper case lettering. Sample signs are provided for your information.

RECOMMENDATIONS :

1) That the standard for local street name signs be changed to incorporate 4 inch upper case lettering on the 6 inch blade.

2) That the standard for arterial street name signs be changed to incorporate 6 inch upper case lettering on the 8 inch blade.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

WPT:DTJ:jb

cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
K.A. Cowan
L. Love

Approved by:
City Manager

25

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

March 19, 1979

SUBJECT: Question of Engineering Department's method of reporting to the Finance Department.

ORIGIN: Request for Report Number 72-79
Council, February 26, 1979 - Resolution #160
Current Budget Discussions,
Clerk's Files 139-79 and 33-79

COMMENTS: Our recollection of how the"Question of Engineering Department's method of reporting to the Finance Department" arose is that we indicated to the Budget Committee we could make a reduction in our 1979 Budget Request for Salaries and Wages for Engineering General, based on the fact that our 1978 expenditures were down, and based on the fact that we had decreased staff for 1979.

RECEIVED
REGISTRY No. 3337
DATE MAR 30 1979
33-79
FILE No. 139-79
CLERK'S DEPARTMENT

This created a problem instantaneously inasmuch as the Finance Department had allowed for "Unfilled Positions" in the "Provision for Contingency" Section of the Budget - Page 885.

It would be our suggestion that, in future, years, the allowance for "Unfilled Positions" be established as part of each department's budget, and that the Finance Department be requested to check with the concerned department to ensure the reduction for vacancies has been provided for within the department's budget. Duplication could then be avoided.

RECOMMENDATION: That the report of the Commissioner of Engineering and Works with respect to the "Question of Engineering Department's method of reporting to the Finance Department," dated March 19, 1979, be received; and the Commissioner of Finance be so advised.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
B. J. Austin.

William P. Taylor, P. Eng.,
Commissioner.

FORM 149

26

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

RECEIVED
REGISTRY No. 3341
DATE MAR 30 1979
FILE No. 24-79
33-79
CLERK'S DEPARTMENT

Chairman and Members
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

March 26, 1979

SUBJECT: Recoveries applicable to maintenance of City Properties.

ORIGIN: Request for Report Number 61-79 - Budget Discussions of February 15, 1979 - Clerk's Files 24-79 and 33-79.

COMMENTS: In our 1979 Current Budget - Page 817, we have shown an amount of $127,600.00 as a total revenue for Service Charges which we anticipate in 1979. This amount includes $23,100.00 which we estimate we will receive from Curb Cuts, and another $104,500.00 which we will receive for performing such work as Mudtracking Cleanup, Installation of Barriers, etc.

In 1978 the work noted as Mudtracking Cleanup, Barriers, etc. was invoiced directly and not shown in any account within the Engineering Budget. However, in order that we may better monitor the manhours and equipment utilized by City forces to perform these activities, we are showing an account for this in our 1979 Current Budget.

RECOMMENDATION: That the report of the Commissioner of Engineering and Works, dated March 26, 1979, in connection with "Recoveries applicable to maintenance of City Properties" be received.

Approved by:

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
All Commissioners.

27

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 141 00011

Chairman and Members — William P. Taylor, P. Eng.

Public Works Committee — Engineering and Works

RECEIVED
REGISTRY No. 2875
DATE MAR 19 1979
FILE No. 131-79
139-79
CLERK'S DEPARTMENT

March 16, 1979

SUBJECT: Reports proposed to be cancelled.

ORIGIN: Engineering and Works Department.

COMMENTS: We are recommending to Committee that they approve the deletion of the following reports as a requirement from this department: -

1 - A report on "For Local Delivery Only"

We are suggesting to Committee that it is very easy to post a sign at a street location, indicating that the street is to be used for local delivery only; however, enforcement of such a posting would be virtually impossible. To write further on the matter would appear to be unproductive.

2 - A report on " Service Club Signs"

Since there has been no interest evinced by Service Clubs since 1977, we would suggest that this matter be shelved.

3 - A report on use of "Car Stickers for Local Residents"

This was a suggestion which was made at the time there was consideration being given to banning all turns whatsoever from Mississauga Road south onto the Q.E.W. Kedelston Way, Comanche Road, etc. We would suggest that issuing car stickers to local residents so that only they would be entitled to make any turns would be extremely impractical. We suggest, therefore, that a report on this subject should not be pursued.

continued....

27(a)

Chairman and Members
of Public Works Committee - continued

COMMENTS: 4 - A report "Storage Depots for Newspapers for Boy Scouts"

(continued) We would suggest that there is no point in pursuing storage areas for newspapers for Boy Scouts at this time due to the fact that there is no market for newspapers. We are recommending, therefore, that this matter not be pursued at this time.

RECOMMENDATION: That the Engineering and Works Department not be required to produce the following reports:-

1 - A report on "For Local Delivery Only".

2 - A report on "Service Club Signs".

3 - A report on use of "Car Stickers for Local Residents".

4 - A report on "Storage Depots for Newspapers for Boy Scouts".

Approved by:
City Manager

for William P. Taylor, P. Eng.,
Commissioner.

c.c. E. M. Halliday,
All Commissioners.

PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS
AS OF MARCH 30, 1979

DATE: MARCH 30, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
224-77	Eng. & Works	McDonald's Restaurant, Hurontario Street	G.C. Aug. 3/77. Item 1019	Apr.30/79	8
271-77	Eng. & Works	Up-date of City of Mississauga Storm Sewer System	G.C. Oct.5/77, Item 1297	Apr.15/79	4
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	April 17/79	9
34-78	Eng. & Works	O.P. Plan Amendment No. 6, Brampton-Mimico Creek	Council Res. #61, Feb.13/78	Apr.30/79	6
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Apr.30/79	5
85-78	Clerk's	Acquisition of property required for Lorne Park Grade Separation-Albertson Cr. (Parcel #4 on Eng. Report)	G.C. In Camera on Apr.12/78	June 15/79	8
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	May 15/79	4
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	April 30/79	6
231-78	Eng. & Works	Traffic By-law/Mississauga Road South and Kedleston Way	G.C. Sept.6/78, Item 1237	Apr.30/79	4
249-78	Eng. & Works	Construction of a sidewalk on the south side of McCaugherty Road from Durie Rd. to the Credit River	G.C. Sept.13/78, Item 1284	March 30/79	3
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	April 27/79	4
259-78	Eng. & Works	Parking Conditions on Woodhurst Cres.	G.C. Sept.27/78, Item 1380	April 27/79	3
266-78	Eng. & Works	Mary Fix Creek Diversion	Letter dated Oct. 13/78 from C.V.C.A.	June 12/79	3

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PUBLIC WORKS

SUMMARY OF UNFINISHED BUSINESS

DATE: MARCH 30, 1979
AS OF MARCH 30, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
270-78	Eng. & Works	Policy of notifying residents in the event of parades where the roads to be closed are in heavily populated areas.	Council Meeting Oct. 18/78	June 18/79	3
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Apr. 1/79	0
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	April 30/79	1
280-78	Eng. & Works	Mary Fix Creek Diversion Project	Letter dated Oct.25/78 from C.V.C.A.	June 18/79	3
281-78	Eng. & Works	Proposed improvements to walkway and fence-Douglas Drive right-of-way	Council-Oct.30/78	Apr. 1/79	2
317-78	Manager's	Protection from increase in expenditure by the City due to inflation	Proposed motion-Council Dec. 18/78	Apr.30/79	1
1-79	Eng. & Works	Changes in Regional Road System	Letter dated Dec. 20/78 from Region	April 30/79	3
23-79	Eng. & Works	Traffic Problems-Orchard Heights Community	Council, Jan.15.79	March 30/79	1
24-79	Eng. & Works	Garbage on Boulevards	Council, Jan. 15/79	March 30/79	0
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	April 16/79	1
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	April 16/79	1
54-79	Finance	Placing an inflation clause in Engineering Agreements	Council, Dec.18/78-Report dated Feb.21/79 from W. Taylor	March 30/79	0

PUBLIC WORKS

DATE: MARCH 30, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF MARCH 30, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
59-79	Eng. & Works	Tools replaced because of loss and cost of same to offset operating costs	Budget Discussions of Feb.15/79	Apr.15/79	0
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements budget	Budget Discussions of Feb.15/79	Apr.15/79	0
63-79	Eng. & Works	Contractor carrying out storm sewer construction rather than City forces. Report to Capital Budget	Budget Discussions of Feb.15/79	Apr.15/79	0
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Apr.15/79	0
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Apr.15/79	0
67-79	Eng. & Works	Money spent on temporary help during 1978 by Engineering Dept.	Budget Discussions of Feb.13/79	Apr.15/79	0
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	April 16/79	0
74-79	Eng. & Works	Preparation of a by-law with respect to snow removal from sidewalks by residents	Council, Feb.26/79, Res.#160	April 16/79	0
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	April 16/79	0
76-79	Eng. & Works	Relew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	April 16/79	0
79	Eng. & Works	Pest Control Programme	Council, Feb.26/79, Res.#160	April 16/79	0

28 Apr

PUBLIC WORKS

DATE: MARCH 30, 1979

SUMMARY OF UNFINISHED BUSINESS
AS OF MARCH 30, 1979

REQUEST NO.	REPORT FROM	REQUESTED	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
78-79	Eng. & Works		Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	April 16/79	0
82-79	Eng. & Works		Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	April 16/79	0
98-79	Eng. & Works		Government Bill re demolition of pits and quaries	Letter dated Feb.22/79 from David Warner, MPP, Scarboro	April 16/79	0
104-79	Eng. & Works		Possible direct access & intersection improvements from Canada Brick & McFarren Brick to Erin Mills Parkway	G.C. Feb.28/79, Item 260	May 15/79	0
111-79	Eng. & Works		Speed limit on Miss. Valley Blvd.-40 km/h	Council March 12/79, Res.#188	April 5/79	0
116-79	Eng. & Works		Traffic Signals Dixie Road area	Council March 12/79	May 15/79	0
128-79	Eng. & Works		Family Running Competition-Fitness Brampton Committee	Letter dated March 21/79 from Mr. R.J. Yates	April 5/79	0
138-79	"		CLARKSON LION'S CLUB MINI-MARATHON FOOT RACE	LETTER MAR. 23/79 FROM LION'S CLUB		
142-79	"		KINSMEN CLUB OF ERIN MILLS - STRAWBIERRY FESTIUAL PARADR 1979	LETTER FROM KINSMEN CLUB MAR. 28/79		

PUBLIC WORKS
MARCH 30, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
1. Rutledge Road Land Acquisition Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
2. Financial arrangements for Shady Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding tohave individuals sign agr.
3. Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
4. Report re posting of roads "For Local Deliveries Only"	June 1977	
5. Service Clubs Signs-May 1977	G.C. May 25, 1977, Rec. #708	
6. Charging fees to utility companies such as Consumers and Bell Telephone re installation of services.	September 1977	
7. Review of American Drive/Viscount Road Intersection warrants for traffic light installation. This item is monitored by Engineering Department and report is due	March 1979	
8. Report on use of Car Stickers for local residents where certain turns are prohibited. These stickers would allow local residents to make such turns.		

28(d)

PUBLIC WORKS — OTHER MATTERS

MARCH 30, 1979

SUBJECT	SOURCE	COMMENTS
9. Investigate depots for storage of newspapers to assist Boy Scouts.	September 1978	
10. Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
11. Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
12. Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
13. Credit Woodlands Pilot Project which evaluates means of regulating traffic within this community	Public Works Committee, March 1/79	Referred to Traffic Safety Council (J. Murray) for their comments, to be referred back to Public Works Committee

City of Mississauga

MEMORANDUM

To Mayor and Members of Council — From John D. Murray

Dept. All Members of the Public Works Committee — Dept. Clerk's

All Department Heads

April 19, 1979

Re: File No. 139-79
Public Works Committee

Attached hereto is an amended front page of the Minutes for the April 5, 1979 Public Works Committee.

Please replace the previous front page with this new amended page.

John D. Murray
Committee Co-ordinator

JDM/lmh
Attach.

FORM 145

CITY OF MISSISSAUGA

M I N U T E S

MEETING NO. 2 — PUBLIC WORKS COMMITTEE

DATE OF MEETING: Thursday, April 5, 1979 at 7:30 p.m.

PLACE OF MEETING: COMMITTEE ROOM "A"

MEMBERS PRESENT:

Councillor K. Dear, Chairman
Councillor L. Taylor
Councillor R. Starr
Councillor F. Hooper
Councillor S. Mahoney
Mr. P. Carlson, Vice Chairman
Mr. F. J. Dale

MEMBERS ABSENT:

Mr. R. B. Martin
Mr. B. Belford
Mr. A. S. Nemetz

STAFF PRESENT:

Mr. W. Taylor, Commissioner of Engineering & Works
Mr. A. McDonald, Director of Maintenance Engineering
Mr. J. Murray, Clerk's Department

OTHERS PRESENT:

Mayor H. McCallion, (arrived at 8:00 p.m. and left at 8:50 p.m.)
Councillor M. Marland

NOTE: Mr. Nemetz requested that it be noted in the Minutes that he was unable to attend this meeting of the Public Works Committee due to a prior commitment. Mr. Nemetz also requested that it be noted that when the scheduling of the Committee's meetings was considered at its last meeting on March 1, 1979, he pointed out that he would be unable to attend any meetings scheduled on the first Thursday of the month for three months. Notwithstanding this, Mr. Nemetz supported the recommendation to meet on the first Thursday of the month to accommodate the other members of the Committee.

MATTERS CONSIDERED:

1. Report dated February 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, with respect to the removal of barricades on Una and Vey Roads, was deferred until such time as Councillor Marland has an opportunity to review the matter with the City Engineer. The City Engineer indicated that there was no emergency and he would ensure that the matter is included on a future Public Works Agenda.

File: 18-79

2. Report dated February 28, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to lane control signs at Erindale Station Road and Burnhamthorpe Road. Mr. Taylor inindicated in his report that there are three lanes on the northbound approach of Erindale Station Road at Burnhamthorpe Road. One lane is for right-turns; one for left turns and the centre lane, at the present time, serves no useful purpose. When the proposed subdivision is constructed to the north, the centre lane will be available for straight through movements. He further advised that it is necessary to designate a centre lane by by-law so that right turns are permitted. Mr. Taylor, in his report,recommended:

a) That right turns be permitted from the right and centre lanes for northbound traffic on Erindale Station Road at Burnhamthorpe Road.

b) That a by-law, amending Traffic By-law 234-75, as amended, implementing this change, be approved.

File: 86-79

See Recommendation #13
(S. Mahoney)

3. Report dated February 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works,with regard to No Parking on Gwendale Crescent. Mr. Taylor advised that he had reviewed a complaint concerning a visibility problem at a right angle turn on Gwendale Crescent. In his report, Mr. Taylor recommended:

a) That parking be prohibited on the south and west sides of Gwendale Crescent within 15 meters of the right angle turn.

b) That a by-law amending Traffic By-law No. 234-75, as amended, implementing this change, be approved.

File: 86-79

See Recommendation #14
(L. Taylor)

4. Report dated March 8, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, with respect to underground cable T.V. facilities in the City of Mississauga,was deferred. It was anticipated that Mr. Dunn of McLean Hunter Cable T.V. would be in attendance to answer any queries regarding this matter. However, the Engineering Department indicated that Mr. Dunn advised, at the last moment, that he would be unable to attend and, therefore, requested deferral of this item until the next meeting of the Public Works Committee scheduled for April 20, 1979. The Committee agreed to the deferral of this item.

File: 139-79

5. Report dated February 22, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning installation of Hydro, Bell Telephone and Cable T.V. in new plans of subdivision. In his report, Mr. Taylor advised that the Bell Telephone and Cable T.V. Companies are not having an opportunity to reach an amicable agreement with the developers and/or their contractors prior to the installation of Hydro cable in new plans of subdivision. In his report, Mr. Taylor recommended:

That the following clause be incorporated into the Engineering Agreement:

"The developer, prior to the signing of this agreement must submit in writing, evidence to the Commissioner of Engineering and Works that he has made arrangements with the Bell Telephone Company, the Cable T.V. and the Hydro, for the installation of their cables in a common trench, in the prescribed location on the road allowance for the plan of subdivision."

File: 139-79

See Recommendation #15
(F. Hooper)

6. Report dated March 2, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning Occupancy or Encroachment Agreement with the St. Lawrence Cement Co. Mr. Taylor, in his report, advised that he is in receipt of a request from the St. Lawrence Cement Co. for the right to cross Lakeshore Road West with a proposed new 14 in. diameter private watermain. In his report, Mr. Taylor recommended:

6. (cont'd)

That the City of Mississauga approve the St. Lawrence Cement Co. request to construct a 14 in. dia. private watermain across Lakeshore Road road allowance subject to the following conditions:

a) That St. Lawrence Cement Co. enter into a registrable agreement with the City of Mississauga satisfactory to the City Solicitor permitting the installation of a 14 in. dia. watermain across Lakeshore Road and that this agreement will also include the existing private services.

b) That St. Lawrence Cement Co. be responsible for maintenance and repair of their services located within the limits of Lakeshore Road.

c) That St. Lawrence Cement Co. agree to indemnify and save harmless The Corporation of the City of Mississauga for all claims and actions that may arise as a result of their private services located within the City's road allowance.

d) That St. Lawrence Cement agree that should the City ever require that these private services be altered or relocated for any reason whatsoever, that all costs incurred will be the responsibility of St. Lawrence Cement Co., their heirs and assigns.

(e) That no work will be undertaken with regard to the installation of the 14 in. dia. watermain until the applicant's plans have been approved by the Public Utilities Co-ordinating Committee and an open cut permit has been issued by the Engineering Department of the City of Mississauga.

(f) That St. Lawrence Cement Co. shall insure against all claims for damages as a result of this installation from the commencement date of construction and to remain in effect for aperiod of one year after completion.

File: 7-79

See Recommendation #16
(R. Starr)

7. Report dated March 5, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Pre-servicing policy for new subdivisions. At the present time, developers are permitted to pre-service plans of subdivision once the Engineering plans have been approved by the Region and City of Mississauga and a letter has been submitted by the developer to Council requesting such pre-servicing. Mr. Taylor suggested that, as a condition of the developer being allowed to submit a pre-servicing letter, he must be in possession of the necessary easements for external sewers and watermains leading from his subdivision if such are required to develop the subdivision. Mr. Taylor, in his report, recommended that as an additional condition for pre-servicing in new subdivisions, developers be required to provide the City with satisfactory documentation that all external easements have been obtained prior to requesting pre-servicing from the City and the Region.

File: 26-79
34-79

See Recommendation #17
(P. Carlson)

8. Report dated March 6, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to Arpege Developments, Registered Plan M-265. Mr. Taylor advised that at the time the Engineering agreement was being prepared, the decision was made that Lots 1 and 2 should not be released for building, until the Clarkson Road Grade Separation has been constructed and Lot 7 be reserved for temporary road access. As the grade separation of Clarkson and the C.N.R. will not be built for a considerable length of time due to the fact that a detour road will not be constructed, Mr. Taylor recommended that building permits for Lots 1, 2 and 7 of R.P. M-265 be released forthwith as the grade separation at Clarkson Road and C.N.R. will not be built for a considerable length of time.

File: M-265

See Recommendation #18
(L. Taylor)

9. Report dated February 23, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, with respect to Erin Mills South, Neighbourhood 107A, R.P. M-118 and M-119. Mr. Taylor, in his report, advised that this development is now ready to be assumed by the City of Mississauga. He further advised that the subdivision agreement contains two items of deferred works which cannot be done prior to development taking place on the west side of Winston Churchill Blvd. Mr. Taylor advised that there are two ways in which this matter can be handled. One that Cadillac Fairview place an amount of money equal to 50% of the cost of deferred works or alternatively these works can be deleted as a requirement of Neighbourhood 107A with Cadillac Fairview being advised that they or their successor for the development of the lands on the west side of Winston Churchill Blvd. would be responsible for these works when such development takes place. Mr. Taylor recommended:

That Neighbourhood 107A, R.P. M-118 and M-119 be accepted and the following deferred works deleted as a requirement upon receipt of an undertaking from Cadillac Fairview that they acknowledge that the following works will be a future requirement of the development of their lands on the west side of Winston Churchill Boulevard between Burnhamthorpe Road and Highway 403:

(a) Removal of guardrail, filling of temporary ditch along Winston Churchill Boulevard and removal of box culvert under Unity Gate,

(b) The pedestrian grade separation on Winston Churchill Boulevard to be constructed in conjunction with the lands to the west of Winston Churchill Boulevard and upon upgrading of Winston Churchill Boulevard.

File: M-118, M-119

See Recommendation #19
(S. Mahoney)

10. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to assumption of Municipal Works in Applewood Dundas Subdivision. Mr. Taylor advised that the developer has complied with all requirements in this subdivision agreement covering two blocks located north of Dundas Street East and east of Tomken Road, and he further advised that no by-law is required for establishing any widenings or road allowance. Mr. Taylor recommended:

(a) That the City assume the municipal works provided by Applewood Dundas Limited, under the terms of the subdivision agreement dated May 7, 1965.

(b) That all securities be returned to the developer, Applewood Dundas Limited.

File: 26-79

See Recommendation #20
(P. Carlson)

11. Report dated March 7, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works concerning Assumption of Works for Registered Plan 808. Mr. Taylor advised that the developer has complied with all requirements of the Engineering Agreement covering one block south of Brandon Gate Drive and east of Goreway Drive. Mr. Taylor recommended:

(a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan 808.

(b) That the City release all securities to the Developer, Peel-Elder Developments Limited.

(c) That the City Council pass a By-law establishing the twenty-seven foot road widening as a public highway and part of the municipal highway system of the City of Mississauga.

File: 42-79

See Recommendation #21
(F. Hooper)

12. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding a lane designation on southbound Erindale Station Road at the Dundas Street intersection. In his report Mr. Taylor recommended:

(a) That the special directional vehicle traffic lanes for southbound traffic on Erindale Station Road at the Dundas Street intersection continue to operate.

(b) That a by-law amending Traffic By-law No. 234-75, as amended, implementing this change be approved.

File: 86-79

See Recommendation #22
(S. Mahoney)

13. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the designation of fire access routes at five locations in the City of Mississauga. In his report, Mr. Taylor recommended:

(a) That a draft by-law amending the Traffic By-law No. 234-75 as amended, be approved implementing fire access routes at the following locations: 750 Burnhamthorpe Rd., E., 1755 Rathburn Road, 780 Bough Beeches Blvd., 1764 Rathburn Road and 2670 & 2700 Battleford Road.

(b) That the agreement regarding the emplacement, maintenance and payment for fire route signs on the private roadways designated as fire routes, be executed by the Mayor and Clerk.

File: 86-79

See Recommendation #23
(P. Carlson)

14. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Queen Elizabeth Way Ramp Metering. In his report, Mr. Taylor advised the Public Works Committee that a Working Committee has been formed involving representatives of the Ministry of Transportation and Communications, the City of Mississauga, Town of Oakville, Region of Peel and Region of Halton, to conduct certain studies concerning existing and expected future operating conditions related to ramp metering. The Committee will be responsible for carrying out a study to identify appropriate traffic system management strategies which will result in efficiency and equitable allocation of the available transportation resources within the Q.E.W. Freeway Corridor.

Mr. Taylor advised the Public Works Committee that the Technical Committee had arisen out of concerns raised by the City. The Committee, comprising of staff representatives only, will be completing extensive surveys and have its conclusions ready before the end of May. As this is primarily a technical study, it was not necessary to have Councillors on the Committee. Mr. Taylor pointed out, however, that any recommendations emanating from the Committee would be forwarded to the Public Works Committee for recommendation to Council for approval.

Concern was expressed that some Councillors were not aware of the original meeting with the Ministry of Transportation and Communications in this regard. Mayor McCallion confirmed that all Councillors had been notified of the original meeting and it was agreed that Councillors adjacent to the Q.E.W. would be advised of any future meetings.

Several members expressed support for the concept of a passing only designation for left hand lanes. Mr. Dale pointed out that the problem was primarily one of enforcement and Councillor Marland questioned the effectiveness of such a proposal for the Q.E.W., in light of the back up of heavy traffic for many hours of the day.

It was suggested that a reommendation regarding passing only in the left hand lane be forwarded to the M.T.C. and the Association of Municipalities and all municipalities with major highways for endorsation. However, Mr. Taylor requested that the proposal be forwarded to the Technical Committee for review.

File: 22-79

See Recommendation #24
(R. Starr)

15. Report dated March 12, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Street Lighting Improvements at the intersection of Grenville Drive and Maple Grove Avenue. Mr. Taylor in his report recommended:

(a) That 2-70 watt high pressure sodium streetlights be installed at the corner of Grenville Drive and Maple Grove Avenue,

(b) That the funding for this installation be taken from the 1979 City account 08680-84, capital streetlighting from the current accounts.

File: 27-79

See Recommendation #25
(F. Hooper)

16. Report dated March 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding the work load for his department for the year 1979 and the impact of budget cuts if it appears that they will require staff reductions was received.

File: 139-79

See Recommendation #26
(F. Hooper)

17. Report dated March 14, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding reconstruction of Bramalea Road. In his report, Mr. Taylor advised that the Council of the City of Brampton has requested that the City of Mississauga carry out the reconstruction of Bramalea Road already included in our Capital Works Program. Mr. Taylor recommended that when the Five-Year Capital Budget is approved by Council the City of Brampton be notified as to what year Bramalea Road is scheduled for reconstruction by the City of Mississauga.

File: 18-79

See Recommendation #27
(Mayor McCallion)

18. Report dated March 9, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding internal sanitary and storm trunk sewers in Erin Mills South Neighbourhood 107A. In his report, Mr. Taylor indicated that the developer has complied with all requirements of the Engineering Department for installation of this development, R.P. M-118 and M-119. Mr. Taylor recommended:

(a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for R.P. M-118 and R.P. M-119, Erin Mills South Neighbourhood 107A

18. (cont'd)

(b) That the City release all securities to the Developer, Cadillac Fairview Corporation Limited.

File: M-118, M-119 See Recommendation #28 (S. Mahoney)

19. Memorandum dated January 23, 1979 from Mr. W. Taylor Commissioner of Engineering and Works, addressed to Mayor H. McCallion regarding the collection of garbage over the Christmas and New Year's holiday in 1978. Mayor McCallion had requested that this memorandum be placed on the agenda as the Committee might have some suggestions regarding: (a) Garbage pick-up schedule over holidays and (b) The best means to publicize the pick-up schedule.

In this regard, attached to the agenda was a report dated March 30, 1979, from Mr. W. Taylor, Commissioner of Engineering and Works regarding garbage collection in the City of Mississauga. In his report, Mr. Taylor addressed the aforementioned matters and also dealt with the question of commercial garbage pick-ups being made on Tuesdays and Thursdays, rather than Mondays and Fridays.

Mr. Taylor advised that in his opinion it was out of the question to have commercial garbage pick-up on Tuesdays and Thursdays. However, Mr. Taylor indicated that a Tuesday, Friday pick-up would be feasible and that he had discussed this matter with representatives of Munisan Limited.

Mr. Taylor specifically brought the Committee's attention to Part (6) of his recommendations in this regard, in which he advised that the contract with Munisan Limited would have to be extended for an additional two years if the Municipality were to alter the garbage collection schedule for commercial buildings. As the garbage contract has a population and inflation factor built into it, Mr. McDonald pointed out that it was a guess whether such an extension would be of benefit to the municipality or not. For this reason, he indicated to the Committee that it was a political decision to be made by Council rather than by staff.

Some concern was expressed with respect to the legality of extending the contract without requesting tenders and providing other companies to submit quotes.

The Committee also expressed interest in the conditions that Munisan Limited would impose to cover the additional cost of altering commercial garbage pick-up schedule without extending the contract for two years. Mr. McDonald explained that he has not spent much time discussing this matter with representatives of Munisan and pointed out that they were not particularly interested in this alternative and the municipality had little leaverage as it was the municipality that was requesting a change to the contract.

19. (cont'd)

It was agreed, after considerable debate, that recommendations dealing with the holiday schedule for 1979, be approved as recommended by the Engineering Department. It was also requested that these recommendations be forwarded to Council directly to ensure quick implementation.

Mr. Taylor's recommendations regarding the re-negotiating of the contract with Munisan to alter the commercial garbage pick-up schedule was deferred until such time as Mr. McDonald and Councillors Dear, Taylor and Mahoney have an opportunity to meet with representatives of Munisan Limited to review this matter further.

File: 59-79

See Recommendation #29
(R. Starr)

20. Report dated March 15, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding charging a fee to Utility Companies for the installation of their underground plant equipment within the road allowance. In his report, Mr. Taylor recommended:

(a) That no fee be charged for open cut permits issued by the City of Mississauga for the installation of utilities within the City of Mississauga road allowance, in light of the fact that such a charge would simply add to the bureaucratic red tape without significant advantages to the Municipality, and further that such a charge would interfere with the existing co-operation between the Municipality and Utilities, none of which have a charge back system at this time.

(b) That this matter be reviewed in two years time.

File: 139-79

See Recommendation #30
(F. Hooper, R. Starr)

21. Report dated March 21, 1979 from Mr. L. W. Stewart, Q.C., City Solicitor and Mr. W. Taylor, Commissioner of Engineering and Works, regarding certain violations to a drainage easement agreement on Shallford Road. In their report, the Committee is advised that several owners of the lands have obstructed the easement through the depositing of fill, erection of retaining walls etc., and have been advised that they are in fact in contravention of the conditions of the easement. Mr. Taylor, in his report, recommended that the Engineering Department be instructed to enter upon and remove the obstructions from those portions of the City's easements at the rear of the lands on Shallford Road and that the owner of each of the properties who have refused to remove the obstructions be billed for the City's costs for carrying out such removal. It was requested that this item be referred to Council directly.

File: 53-79

See Recommendation #31
(L. Taylor)

22. Report dated March 29, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding need for an all-way stop at Truscott Drive and Lorne Park Road was deferred until such time as Councillor Marland has an opportunity to review the matter with the City Engineer.

File: 86-79

23. Report dated March 28, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, and Mr. R. K. Johnston, Property Agent regarding a request from the Toronto Area Transit Operating Authority for the City to lease a parcel of land to them as part of an access road from Dixie Road to their new GO Station parking lot. In the report, it is recommended:

(a) That TATOA be granted use of Part 4 for access to the Dixie Road "GO" Station for the sum of $1.00 per annum.

(b) That an agreement be entered into with TATOA as follows:

(i) that if the City of Mississauga decides that Part 4 Plan 43R2654 and Part 16 Plan 43R2654 are required in the future to become part of a public road allowance, TATOA agrees to the dedication of same; and

(ii) that a requirement be included in the agreement that the road to be constructed on Part 4 and Part 16 be to the standards of the City of Mississauga, and all costs for same are to be borne by TATOA.

File: 97-79, 111-79 See Recommendation #32 (P. Carlson)

24. Report dated March 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works, regarding Standard for Street Name Signs in the City of Mississauga. In his report, Mr. Taylor recommended:

(a) That the standard for local street name signs be changed to incorporate 4 inch upper case lettering on the 6 inch blade.

(b) That the standard for arterial street name signs be changed to incorporate 6 inch upper case lettering on the 8 inch blade.

File: 139-79 See Recommendation #33 (R. Starr)

25. Report dated March 19, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the question of the Engineering Department's method of reporting to the Finance Department. In his report, Mr. Taylor recommended that, in future years, the allowance for "Unfilled Positions", be established as part of each department's budget, and that the Finance Department be requested to check with the concerned department to ensure the reduction for vacancies has been provided for within the department's budget.

File: 139-79, 33-79

See Recommendation #34
(S. Mahoney)

26. Report dated March 26, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding Accounting for Recoveries Applicable to Maintenance of City Properties. In his report, Mr. Taylor noted that work such as Mudtracking Cleanup, Barriers etc. was invoiced directly and not shown in any account under Engineering budget. However, in 1979, an account was created so that the department might better monitor man hours utilized by City forces to perform these activities.

File: 24-79, 33-79

See Recommendation #35
(F. Hooper)

27. Report dated March 16, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works regarding the number of outstanding matters that required reports from the Engineering Department for the Public Works Committee's consideration. In his report, Mr. Taylor recommended:

That the Engineering and Works Department not be required to produce the following reports:-

(a) A report on "For Local Delivery Only" - Traffic Prohibitions,

(b) A report on "Installation of Service Club Signs"

(c) A report on use of "Car Stickers for Local Residents" to exempt them from No Left Turn prohibition at specific locations.

(d) A report on "Storage Depots for Newspapers for Boy Scouts"

File: 131-79

See Recommendation #36
(P. Carlson)

28. Report dated March 30, 1979 regarding the Summary of Unfinished Business as at March 30, 1979.

File: 131-79

See Recommendation #37
(F. Hooper)

29. Mr. W. P. Taylor, Commissioner of Engineering and Works, circulated to the Committee a report dated March 26, 1979 from himself regarding the traffic impact of developing certain lands at the south/east corner of Dundas Street and Nanticoke Road as a restaurant, offices and squash club. Councillor Hooper stated that as he had not had an opportunity to review this report and as he had not had any discussions with Mr. Taylor on this matter, he requested that consideration of the report be deferred until the next meeting of the Committee in light of the fact that this development was located in his Ward.

File:OZ-39-78
139-79

See Recommendation #38
(F. Hooper)

RECOMMENDATIONS: As per Report No. 2-79

ADJOURNMENT: 9:30 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE — APRIL 5, 1979

REPORT NO. 2-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

13. (a) That right turns be permitted from the right and centre lanes for northbound traffic on Erindale Station Road at Burnhamthorpe Road.

(b) That a by-law, amending Traffic By-law 234-75, as amended, implementing this change, be enacted.

(38-13-79) 86-79

14. (a) That parking be prohibited on the south and west sides of Gwendale Crescent within 15 meters of the right angle turn.

(b) That a by-law amending Traffic By-law 234-75, as amended, implementing this change, be enacted.

(38-14-79) 86-79

15. That the following clause be incorporated into the standard Engineering Agreement:

"The developer, prior to the signing of this agreement, must submit in writing, evidence to the Commissioner of Engineering and Works that he has made arrangements with the Bell Telephone Company, the Cable T.V. and the Hydro, for the installation of their cables in a common trench, in the prescribed location on the road allowance for the plan of subdivision."

(38-15-79) 139-79
120-79
34-79

16. That the City of Mississauga approve the St. Lawrence Cement Co. request to construct a 14 in. dia. private watermain across Lakeshore Road road allowance subject to the following conditions:

(a) That St. Lawrence Cement Co. enter into a registrable agreement with the City of Mississauga satisfactory to the City Solicitor permitting the installation of a 14 in. dia. watermain across Lakeshore Road and that this agreement will also include the existing private services.

(b) That St. Lawrence Cement Co. be responsible for maintenance and repair of their services located within the limits of Lakeshore Road.

(c) That St. Lawrence Cement Co. agree to indemnify and save harmless The Corporation of the City of Mississauga for all claims and actions that may arise as a result of their private services located within the City's road allowance.

(d) That St. Lawrence Cement Co. agree that should the City ever require that these private services be altered or relocated for any reason whatsoever that all costs incurred will be the responsibility of St. Lawrence Cement Co., their heirs and assigns.

(e) That no work will be undertaken with regard to the installation of the 14 in. dia. watermain until the applicant's plans have been approved by the Public Utilities Co-ordinating Committee and an open cut permit has been issued by the Engineering Department of the City of Mississauga.

(f) That St. Lawrence Cement Co. shall insure against all claims for damages as a result of this installation from the commencement date of construction and to remain in effect for a period of one year after completion.

(38-16-79) 7-79

17. That as an additional condition for pre-servicing in new subdivisions, developers be required to provide the City with satisfactory documentation that all external easements have been obtained prior to requesting pre-servicing from the City and the Region.

(38-17-79) 26-79
34-79

18. That building permits for Lots 1, 2 and 7 of Registered Plan M-265, be released forthwith as the grade separation at Clarkson Road and C.N.R. will not be built for a considerable length of time.

(38-18-79) M-265

19. That Neighbourhood 107A, R.P. M-118 and M-119, Cadillac Fairview Corporation Limited, be accepted and the following deferred works deleted as a requirement upon receipt of an undertaking from Cadillac Fairview Corporation Limited that it acknowledges that the following works will be a future requirement of the development of its lands on the west side of Winston Churchill Boulevard between Burnhamthorpe Road and Highway 403.

(a) Removal of guardrail, filling of temporary ditch along Winston Churchill Boulevard and removal of box culvert under Unity Gate.

(b) The pedestrian grade separation on Winston Churchill Boulevard to be constructed in conjunction with the lands to the west of Winston Churchill Boulevard and upon upgrading of Winston Churchill Boulevard.

(38-19-79) M-118
M-119

20. (a) That the City of Mississauga assume the municipal works provided by Applewood Dundas Limited, under the terms of the subdivision agreement dated May 7, 1965, regarding San Tropez Development located at Dundas Street and Tomken Road.

(b) That all securities be returned to the developer, Applewood Dundas Limited.

(38-20-79) 26-79
OZ-22-64

21. (a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for Registered Plan 808.

(b) That the City release all securities to the Developer, Peel-Elder Developments Limited.

ITEM 21 CONTINUED

(c) That a by-law be passed establishing the twenty-seven foot road widening on Goreway Drive as a public highway and part of the municipal highway system of the City of Mississauga.

(38-21-79) 42-79
R.P. 808

22. (a) That the special directional vehicle traffic lanes for southbound traffic on Erindale Station Road at the Dundas Street intersection continue to operate.

(b) That a by-law amending Traffic By-law No. 234-75. as amended, implementing this change, be enacted.

(38-22-79) 86-79

23. (a) That a draft by-law amending Traffic By-law No. 234-75, as amended, be enacted implementing fire access routes at the following locations: 750 Burnhamthorpe Road East, 1755 Rathburn Road, 780 Bough Beeches Boulevard, 1764 Rathburn Road and 2670 and 2700 Battleford Road.

(b) That the agreement regarding the emplacement, maintenance and payment for fire route signs on the private roadways designated as fire routes, be executed by the Mayor and Clerk.

(38-23-79) 86-79

24. (a) That the report dated March 14, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the Queen Elizabeth Way Ramp Metering, be received.

(b) That the proposal to designate the left hand lane of major Provincial Expressways such as the Queen Elizabeth Way, Highway 427, and 401 as a passing only lane, be referred to the Working Committee established by the Ministry of Transportation and Communications, with representation from the City of Mississauga, the Region of Peel, the Town of Oakville and the Region of Halton, to conduct studies to identify appropriate traffic system management strategies.

(38-24-79) 22-79

25. (a) That 2-70 watt high pressure sodium streetlights be installed at the corner of Grenville Drive and Maple Grove Avenue.

(b) That the funding for this installation be taken from the 1979 City account 08680-84, capital streetlighting from current accounts.

(38-25-79) 27-79

26. That the report dated March 16, 1979 from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the work load of his department for the year 1979, be received.

(38-26-79) 139-79

27. That when the Five-Year Capital Budget is approved by Council, the City of Brampton be notified as to what year Bramalea Road is scheduled for reconstruction by the City of Mississauga.

(38-27-79) 18-79
33-79A

28. (a) That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement for R.P. M-118 and R.P. M-119, Erin Mills South, Neighbourhood 107A.

(b) That the City release all securities to the Developer, Cadillac Fairview Corporation Limited.

(38-28-79) M-118
M-119

29. (a) That the Holiday Garbage Schedule for 1979 be approved as follows for once per week pick-up:-

Holiday	Regular Collection Day	Date to be Collected
Good Friday	Thursday, April 12 Friday, April 13	Thursday, April 12 Saturday, April 14
Victoria Day	Monday, May 21 Tuesday, May 22	Tuesday, May 22 Wednesday, May 23

ITEM 29 CONTINUED

Holiday	Regular Collection Day	Date to be Collected
Dominion Day	Monday, July 2 Tuesday, July 3	Tuesday, July 3 Wednesday, July 4
Civic Holiday	Monday, August 6 Tuesday, August 7	Tuesday, August 7 Wednesday, August 8
Labour Day	Monday, September 3 Tuesday, September 4	Tuesday, September 4 Wednesday, September 5
Thanksgiving Day	Monday, October 8 Tuesday, October 9	Tuesday, October 9 Wednesday, October 10
Christmas Day	Tuesday, December 25	Wednesday, December 26
New Year's Day - 1980	Tuesday, January 1	Wednesday, January 2

(b) That the Public Relations and Information Department be instructed to advise all the residents of the City of Mississauga of the Holiday Garbage Collection Schedule for 1979.

(c) That further consideration of the proposal to change the scheduled days for twice a week pick-up from a Monday, Tuesday - Thursday, Friday schedule to a Tuesday, Friday schedule for the entire City, be deferred until such time as Mr. A. McDonald, Director of Maintenance Engineering, Councillor K. Dear, Chairman and Councillors Mahoney and Taylor have an opportunity to meet with Munisan regarding this proposal.

(38-29-79) 59-79

30. (a) That no fee be charged for open cut permits issued by the City of Mississauga for the installation of utilities within the City of Mississauga road allowance, in light of the fact that such a charge would simply add to the bureaucratic red tape without significant advantages to the Municipality, and further that such a charge would interfere with the existing co-operation between the Municipality and Utilities, none of which have a charge back system at this time.

(b) That this matter be reviewed in two years time.

(38-30-79) 139-79

31. That the Engineering Department be instructed to enter upon and remove the obstructions from those portions of the City's easements at the rear of the lands on Shallford Road and that the owner of each of the properties who have refused to remove the obstructions be billed for the City's costs for carrying out such removal.

(38-31-79) 53-79

32. (a) That Toronto Area Transit Operating Authority be granted use of Part 4, Plan 43R-2654, for access to the Dixie Road "GO" Station for the sum of $1.00 per annum.

(b) That an agreement be entered into with the Toronto Area Transit Operating Authority as follows:

(i) That if the City of Mississauga decides that Part 4, Plan 43R-2654 and Part 16, Plan 43R-2654, are required in the future to become part of a public road allowance, the Toronto Area Transit Operating Authority agrees to the dedication of same.

(ii) That a requirement be included in the agreement that the road to be constructed on Part 4 and Part 16, Plan 43R-2654, be to the standards of the City of Mississauga, and all costs for same are to be borne by the Toronto Area Transit Operating Authority.

(38-32-79) 97-79
111-79

33. (a) That the standard for local street name signs be changed to incorporate 4 inch upper case lettering on the 6 inch blade.

(b) That the standard for arterial street name signs be changed to incorporate 6" upper case lettering and the adjacent street numbers on the 8" blade.

(38-33-79) 139-79

34. That, in future years, the allowance for "Unfilled Positions" be established as part of each Department's budget, and that the Finance Department be requested to check with the concerned department to ensure the reduction for vacancies has been provided for within the department's budget.

(38-34-79) 139-79
33-79

35. That the report dated March 26, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding Accounting for Recoveries Applicable to Maintenance of City Properties, be received.

(38-35-79) 24-79
33-79

36. That the Engineering and Works Department not be required to produce the following reports:-

(a) A report on "For Local Delivery Only" - Traffic Prohibitions.

(b) A report on "Installation of Service Club Signs".

(c) A report on use of "Car Stickers for Local Residents" to exempt them from No Left Turn prohibition at specific locations.

(d) A report on "Storage Depots for newspapers for Boy Scouts."

(38-36-79) 131-79

37. That the report dated March 30, 1979, regarding the Summary of Unfinished Business as at March 30, 1979, be received.

(38-37-79) 131-79

38. That consideration of the report dated March 26, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the traffic impact of the development of certain lands at the south-east corner of Dundas Street and Nanticoke Road, be deferred until the ~~next~~ future meeting of the Public Works Committee.

(38-38-79) 139-79
OZ-39-78

City of Mississauga

MEMORANDUM

LORNA

To Mr. R. Lathan — From L.M. McGillivary

Dept. Clerk's — Dept. Deputy City Clerk

March 13th, 1979

RE: File 139-79 - Public Works Committee (Report, March 1, 1979)

Council, at its meeting held on March 12th, 1979, adopted the report of the Public Works Committee meeting held on March 1st, 1979, with the exception of Item 12 which was amended to read as follows:

"(a) That a by-law be passed, amending Traffic By-law #234-75, as amended, to install an all-way stop at Council Ring Road and Windjammer Road and at Council Ring Road and Split Maple Gate, and to impose a 40 km/h speed limit on Council Ring Road from Frankston Road to South Millway.

(b) That the Traffic Safety Council be asked to review the possibility of relocating the marked school crossing, which presently exists at King's Masting Crescent, to Windjammer Road, once the all-way stop is installed at Council Ring Road and Windjammer Road."

L.M. McGillivary
Deputy City Clerk

/lw

FORM 145

City of Mississauga

MEMORANDUM

To Mayor and Members of Council
Dept. All Members of the Public Works Committee
All Department Heads

From Ronald C. Lathan
Dept. Clerk's

March 13, 1979

Re: File No. 139-79
Public Works Committee

Due to the lengthy agenda of the Transit Authority, the Chairman of the Public Works Committee, Councillor K. Dear, has cancelled the Public Works Committee meeting scheduled for March 16, 1979 at 1:35 p.m.

Items that were to be discussed at this meeting, will be included on the agenda of the next regularly scheduled Public Works Committee meeting.

Ronald C. Lathan
Administrative Supervisor

RCL/lmh

FORM 145

THE CORPORATION OF THE CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

A G E N D A

Thursday, March 1, 1979 at 7:30 p.m.

COMMITTEE ROOM 'A'

Members: Councillor L. Taylor
Councillor F. Hooper
Councillor R. Starr
Councillor S. Mahoney
Councillor K. Dear
Mr. R. B. Martin
Mr. P. Carlson
Mr. B. Belford
Mr. F. J. Dale
Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: February 23, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MARCH 1, 1979

DEPUTATION

ITEM #	FILE #	SUBJECT	REPRESENTATIVE
A.	139-79 103-79	Public Works Committee Grade Separation - Burnhamthorpe Road/ Canadian Pacific Railway	Mr. R. D. Nairn Prof. Eng. McCormick, Rankin & Associates Limited
SEE ITEM #4			
1.	139-79	Appointment of Chairman and Vice-Chairman	
2.	139-79	Terms of Reference	
3.	139-79	Time of Meetings	
4.	139-79 103-79	Public Works Committee Grade Separation - Burnhamthorpe Road/ Canadian Pacific Railway	Mr. R. D. Nairn Prof. Eng. McCormick,Rankin & Associates Limited
5.	139-79 24-79 M-20 M-29	Public Works Committee Works Dept. - Concrete Sidewalk along South Side of Derry Rd. W. from Montevideo Rd. to Shelter Bay Road	
6.	139-79 R.P. M-173	Public Works Committee Cedar Heights Subdivision Re Grading Problems	
7.	139-79 33-79	Public Works Committee Proposed 5-year Capital Works Budget	
8.	139-79 86-79	Public Works Committee Traffic By-law - Credit Woodlands Pilot Project	
9.	139-79 R.P. 878 R.P. 925	Public Works Committee Park West Subdivision - Phase I & II	
10.	139-79 86-79	Public Works Committee Traffic By-law - Traffic Signals on Dundas Street West and Robinson Street	

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

MARCH 1, 1979

DEPUTATION:

A. Mr. R. D. Nairn, Prof. Eng., from McCormick, Rankin and Associates Limited

File: 139-79, 103-79

SEE ITEM #4

MATTERS FOR CONSIDERATION:

1. This being the inaugural meeting of the Public Works Committee, it will be necessary to appoint a Chairman and Vice-Chairman. It should be noted that pursuant to the City of Mississauga Procedural By-law, citizen members are not permitted to be Chairmen. The Chairman's term of office is also limited to two consecutive years.

File: 139-79

DIRECTION REQUIRED

2. Report dated February 21, 1979 from Mr. W. Taylor with regard to Terms of Reference for the Public Works Committee. In his report Mr. Taylor indicated those functions with which the Engineering and Works Department is primarily involved and recommends that the Public Works Committee will study and report on the operation of the Engineering and Works Department on all matters relating to Storm Sewers, Watercourses, Streets, Bridges, Grade Separations, Sidewalks, Traffic, Subdivision Control, Garbage Collection, Vehicle Maintenance, and Streetlighting, and any other of the normal functions of the Engineering and Works Department not identified above.

File: 139-79

RECOMMEND ADOPTION

3. Council at its meeting held on January 29, 1979, adopted Resolution #90 which states as follows:

"That the Public Works Committee meeting be held in the evening".

Due to the probable length of the agendas for the Public Works Committee, the Commissioner of Engineering and Works has suggested that the Committee consider holding their meetings during the day, perhaps the first and third Monday at 9:00 a.m.

File: 139-79
DIRECTION REQUIRED

4. Report dated February 19, 1979 from Mr. W. Taylor, Commissioner of Engineering and Works with respect to the proposed Burnhamthorpe Road and Canadian Pacific Railway Grade Separation. In his report, Mr. Taylor advises that the City is preparing a submission to the Railway Transport Board of the Canadian Transport Committee for a special grant from the Railway Grade Crossing Fund for the Burnhamthorpe Road/CPR grade separation. Mr. Taylor recommends that a by-law be prepared requesting the authority from the Ministry of Transportation and Communications to act on behalf of the Province in the matter of application for a special grant from the Canadian Transport Commission for the construction of the Burnhamthorpe Road/CPR grade separation.

   It is also expected that Mr. R. Nairn will review with the Committee, the enclosed report prepared by McCormick, Rankin, Consulting Engineers.

   File: 139-79

   RECOMMEND ADOPTION

5. Report dated February 14, 1979 from Mr. W. Taylor concerning the deletion of a proposed concrete sidewalk along the south side of Derry Road West from Montevideo Road to Shelter Bay Road. In his report, Mr. Taylor advises that the subject sidewalk was not required in the initial stages of development but was to be deferred and considered by the time of ultimate development. It is his opinion that this sidewalk is not required now nor will it be required in the forseeable future. Mr. Taylor recommends:

   "(a) That the Developer be advised that the sidewalk installation along the south side of Derry Road West from Montevideo Road to Shelter Bay Road, is deleted from the City's requirements.

   (b) That the requirement in the Engineering Agreement to construct this sidewalk as a deferred work be waived."

   File: 139-79, 24-79 - M-20
   M-29

   RECOMMEND ADOPTED

6. Council at its meeting held on February 12, 1979 adopted the following recommendation of General Committee of January 24, 1979:

"(a) That the developer of Cedar Heights Subdivision, Registered Plan M-173, be advised that Council has instructed the Engineering Department not to process any security reductions for this development until the Lot Grading Certificates for the 49 lots have been received by the City.

(b) That in future, plans of subdivision, in addition to the requirement of the developer to provide the City with Lot Grading Certificates (certified by a consulting engineer) before occupancy, the developer be required as well to deposit an amount of money - to vary with the size of the development - which would be used by the City, if necessary, to correct outstanding drainage problems and to certify the lots should the developer fail to do so.

(c) That the report dated January 15, 1979, from the Commissioner of Engineering and Works, regarding grading problems in Plan M-173, be referred to the Public Works Committee."

With respect to Part (c) above, attached to the agenda is the report dated January 15, 1979 for the Committee's information.

File: 139-79, R.P. M-173

RECOMMEND RECEIPT

7. The proposed 5-year Capital Works Budget for the Engineering and Works Department is submitted for the Committee's information only.

File: 139-79 , 33-79A

RECOMMEND RECEIPT

8. Report dated February 15, 1979 from the Commissioner of Engineering and Works, Mr. W. Taylor, with respect to Credit Woodlands Pilot Project. In his report, Mr. Taylor advised that the Engineering Department, at the request of the Traffic and Transportation Committee, has undertaken to evaluate means of regulatingtraffic within residential neighbourhoods throughout the City. Traffic controls, such as speed reductions and all-way stop signs, were implemented in a selected neighbourhood and the effect of these controls was determined by conducting studies before and after implementation.

8. (continued)

In his report Mr. Taylor recommends:

"(a) That the following All-way stops be retained as illustrated in Exhibit 2, attached to the report dated February 15, 1979

a) The Credit Woodlands and Monaghan Circle
b) The Credit Woodlandsand Queenston Drive
c) The Credit Woodlands and Forestwood Drive
d) McBride Avenue and Ellengale Drive
e) McBride Avenue and Eaglemount Crescent
f) McBride Avenue and Westlock Road
g) McBride Avenue and Forestwood Drive
h) Forestwood Drive and Valmarie Avenue

(b) That the following All-way stops be considered for removal after completion of the Burnhamthorpe Road Bridge - illustrated in Exhibit 2, attached to the report dated February 15, 1979

a) Queenston Drive and Ashcroft Crescent (north leg)
b) Fellmore Drive and Erinmore Drive
c) Valmarie Avenue and Fairdale Drive
d) McBride Avenue and Carillion Avenue
e) Miraya Court and Credit Heights Drive
f) Killkee Gate and Credit Heights Drive
g) Forestwood Drive and Jessica Court
h) Shadeland Drive and Verhoeven Drive
i) The Credit Woodlands and Credit Heights Drive

(c) That the speed limits on the collector roads within this subdivision be reverted to 50 km/h with the exception of: (as illustrated in Exhibit 2), attached to the report of February 15/79

a) The Credit Woodlands between O'Hagan Drive (North and Erinmore Drive
b) Forestwood Drive from Lindenlea Drive westerly to The Credit Woodlands
c) McBride Avenue from Ellengale Drive to The Credit Woodlands
d) McBride Avenue between Erindale Station Road and Westlock Road

(d) That 40 km/h speed limits be reserved for streets within the boundaries of school frontages and on streets having heavy school pedestrian volumes.

(e) That all new subdivision plans be such as to encourage high volume traffic on the collector and arterial streets.

(f) That all-way stops be installed on the basis of the criteria established in this report.

File: 139-79, 86-79

RECOMMEND ADOPTION

9. Report dated February 22, 1979 from Mr. W. Taylor with respect to Park West Subdivision - Phase I - R.P. 878, Phase II - R. P. 925. Mr. Taylor in an attempt to finalize the assumption of this development has met with Mr. Morris Smith, Vice President of Land Development and has reached an agreement that Bramalea Limited would pay the City $45,000.00 as complete settlement for all outstanding items in the plan of subdivision. Mr. Taylor feels that these monies will solve any road and drainage deficiencies which exist in the subdivisions. Mr. Taylor recommends that the appropriate resolution to assume Park West Subdivisions - Phase I, R.P. 878 and Phase II, R.P. 925 be adopted and the necessary by-laws be enacted to establish certain lands within these subdivisions as part of the municipal highway system and further that the $45,000.00 which has been paid by Bramalea Limited to cover any deficiencies which may exist be placed in a holding account and used by the Engineering and Works Department for road repair as may be required.

File: 139-79, R.P. 878, R.P. 925

RECOMMEND ADOPTION

10. Report dated February 12, 1979 from Mr. W. Taylor regarding a request for Traffic Signals on Dundas Street West and Robinson Street. Mr. Taylor in his report advises that the results of several detailed studies in the Erindale Village area indicated that traffic signal warrants are not met at the intersection of Dundas Street West and Robinson Street. He further points out that count data was combined for Robinson Street, Jarvis Street and Proudfoot Street and even by this assimilation, the total volume did not meet M.T.C. warrants for subsidy approval for traffic signal installation. Mr. Taylor recommends:

"(a) That traffic signals not be installed at Dundas Street West and Robinson Street at this time as warrants are not met.

(b) That portable concrete curbs be placed across the frontage of the Food Store and Bank to limit access to these premises to two access points only.

(c) That the Engineering Department continue to monitor the traffic situation on Dundas Street through Erindale Village.

(d) That two oversized speed signs be erected on Dundas Street, one for each direction in the vicinity of Robinson Street."

File: 139-79m 86-79

RECOMMEND ADOPTION.

2

City of Mississauga FILE REFERENCE: 11 141 00039

MEMORANDUM

To Chairman and Members
Public Works Committee

From William P. Taylor, P. Eng.
Dept Engineering and Works

February 21, 1979

SUBJECT: Terms of Reference for Public Works Committee.

ORIGIN: Engineering and Works Department.

COMMENTS: In order to assist the Committee in its consideration of the Terms of Reference for the Public Works Committee, we are indicating those functions with which the Engineering and Works Department is primarily involved. These are as follows:-

Storm Sewers, Watercourses, Streets, Bridges, Grade Separations, Sidewalks, Traffic, Subdivision Control, Garbage Collection, Vehicle Maintenance and Street-lighting.

RECOMMENDATION: The following is, therefore, recommended for consideration as the Terms of Reference for the Public Works Committee:-

That the Public Works Committee will study and report on the operation of the Engineering and Works Department on all matters relating to Storm Sewers, Watercourses, Streets, Bridges, Grade Separations, Sidewalks, Traffic, Subdivision Control, Garbage Collection, Vehicle Maintenance and Streetlighting, and any other of the normal functions of the Engineering and Works Department not identified above.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. F. Love,
D. A. R. Ogilvie,
A. E. McDonald,
J. R. Beilby,
J. V. Falke.

4.

City of Mississauga

MEMORANDUM

Files: 17 111 78125
11 141 00039

To: Chairman and Members of the Public Works Committee

Dept.

From: Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

February 19, 1979

SUBJECT: Proposed Burnhamthorpe Road and Canadian Pacific Railway grade separation, mileage 17.90 Galt subdivision.

ORIGIN: Ministry of Transportation and Communications standard regulation.

COMMENTS:

1. The City of Mississauga is preparing a submission to the Railway Transport Board of the Canadian Transport Committee for a special grant from the Railway Grade Crossing Fund for the Burnhamthorpe Road/CPR grade separation.

2. In accordance with the requirements of Bill C-27 of the Government of Canada respecting grants, application must be made by the Province, or, the Municipality if the Province so confers its authority.

3. In accordance with the requirements of the Ministry of Transportation and Communications, a municipality must prepare a bylaw of the Corporation requesting the authority from the Province to act on behalf of the Province in application for a special grant from the Canadian Transport Commission.

RECEIVED
REGISTRY No. 1959
DATE FEB 22 1979
FILE No. 103-79
CLERK'S DEPARTMENT

RECOMMENDATION: That a bylaw of the Corporation be prepared by the City Solicitor requesting the authority from the Ministry of Transportation and Communications to act on behalf of the Province in the matter of application for a special grant from the Canadian Transport Commission for the construction of the Burnhamthorpe Road/CPR grade separation.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie

FORM 145

5

5

City of Mississauga

MEMORANDUM FILE REF: 16 111 74039

To Public Works Committee From William P. Taylor

Dept. Engineering and Works Dept Engineering and Works

February 14, 1979.

SUBJECT: Deletion of Proposed Concrete Sidewalk Along the South Side of Derry Road West from Montevideo Road to Shelter Bay Road.

ORIGIN: Deferred Works in Engineering Agreement with Markborough Properties Limited.

COMMENTS: As part of the Engineering Agreement with Markborough Properties, we denote that the subject sidewalk was not required in the initial stages of development but was to be deferred and considered by the time of ultimate development.

Noting that the three year maintenance term is now complete for this subdivision, we have reviewed the surrounding development nature and status. From this review, it is our opinion that this sidewalk is not required now nor will it be required in the forseeable future.

Accordingly, we recommend that Markborough Properties Limited should no longer be held responsible for this sidewalk installation.

RECOMMENDATIONS:

1. That the Developer be advised that the sidewalk installation along the south side of Derry Road West from Montevideo Road to Shelter Bay Road, is deleted from the City's requirements.
2. That the requirement in the Engineering Agreement to construct this sidewalk as a deferred work be waived.

William P. Taylor, P.Eng.,
Commissioner.

cc: J. R. Beilby
W. S. Vinter

RECEIVED
REGISTRY No. 1672
DATE FEB 15 1979
FILE No. 24-79
CLERK'S DEPARTMENT

FORM 145

6

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 66102
11 141 0001

To: Mayor and Members of
Dept: General Committee

From: William P. Taylor, P. Eng.
Dept: Engineering and Works

January 15, 1979

SUBJECT: Lot grading problems within the Cedar Heights Subdivision Registered Plan M-173.

Located north of Dundas Street East and West of Tomken Road.

ORIGIN: Engineering and Works Department.

COMMENTS: We wish to bring to General Committee's attention that there are 49 lots in this subdivision which require a final lot grading certificate prior to the occupancy of the house, and to this date none have been received. In addition we would advise that there are a number of drainage problems in this subdivision, some as far back as June, 1978, which have still not been corrected.

RECEIVED
REGISTRY No. 711
DATE JAN 18 1979
FILE No. M173
CLERK'S DEPARTMENT

We have made numerous requests of the developer of this subdivision to have the drainage problems corrected and have had little or no action in response to same.

We are, therefore, suggesting that no further bond reductions be made in this subdivision until all lot drainage problems have been resolved.

As a result of the drainage problems, and the total disregard by the developer and his builders for Occupancy Permits, we are going to suggest for future plans of subdivision that the subdivision agreement be amended to require not only a Certificate of Lot Grading for occupancy, but that the developer be required to place a sum of money with the City which would be used by the City to solve outstanding drainage problems and to certify the lots should the developer fail to do so.

RECOMMENDATIONS:

I - That the developer of Cedar Heights Subdivision be advised that Council has instructed the Engineering Department not to process any security reductions for this development until the Lot Grading Certificates for the 49 lots have been received by the City.

continued....

FORM 145

6(a)

Mayor and Members of General Committee - continued

RECOMMENDATIONS: 2 - That in future, plans of subdivision, in addition to the requirement of the developer to provide the City with Lot Grading Certificates (certified by a Consulting Engineer) before occupancy, the developer be required as well to deposit an amount of money - to vary with the size of the development - which would be used by the City, if necessary, to correct outstanding drainage problems and to certify the lots should the developer fail to do so.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. Love,
D. A. R. Ogilvie,
J. R. Beilby.

19[illegible] - 1983
ROADS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Winston Churchill Blvd. Burnhamthorpe to Eglin.		1,400,000.		650,000.	750,000.	
Creditview Road Burnhamthorpe to Eglin.		1,900,000.		950,000.	950,000.	
Carolyn Road		100,000.		50,000.	25,000.	$25,000 - Developer
Old Carriage Road Dundas to Glengarry		90,000.				$90,000 - Developer
Stillmeadow Dundas to Louis		100,000.		45,000.	55,000	(Councillor Request Ward 6
SUB TOTAL		3,590,000		1,695,000	1,780,000	115,000

1979 - 1983
ROADS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Bramalea Road		1,200,000		580,000	620,000	
Eglinton Avenue Etobicoke Creek to Renforth		3,000,000		750,000	750,000	$1,500,000 (Etobicoke Participation)
Burnhamthorpe Road Erindale Stn. to Mississauga Road		2,000,000		900,000	1,100,000	
SUB TOTAL		6,200,000		2,230,000	2,470,000	$1,500,000

19[illegible] - 1983

ROADS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Tomken Road - Eglinton to Burnhamthorpe		800,000	430,000	370,000	NIL	
Central Parkway West Erindale Stn. to Burnhamthorpe		720,000		300,000	420,000	
Winston Churchill Eglinton to Britannia		2,000,000		800,000	1,200,000	
Hammond Road Queensway to Dundas St.		600,000		220,000	280,000	$100,000 - Developer
SUB TOTAL		4,120,000	430,000	1,690,000	1,900,000	100,000

19[illegible] - 1983
DADS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Winston Churchill Derry Road to #401		1,600,000		700,000	900,000	
Central Parkway West Erindale Station Rd. to Mavis Road		800,000		320,000	480,000	
Tenth Line Britannia to Derry		180,000		80,000	100,000	
Eglinton Avenue #10 to Mavis Road		1,800,000		800,000	1,000,000	
Creditview Road Eglinton Ave. to Britannia		1,500,000		650,000	850,000	
Central Parkway West #10 to Confederation		1,300,000		600,000	700,000	
SUB TOTAL		7,180,000		3,150,000	4,030,000	

7(d)

1979 - 1983
ROADS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1982 Requirement	Other Source of Funding
Winston Churchill Britannia to Derry		1,800,000		800,000	1,000,000	
Central Parkway East #403 to Eglinton		1,700,000		850,000	850,000	
Eglinton Avenue Tomken Road to Hwy.10		2,000,000		800,000	1,200,000	
SUB TOTAL		5,500,000		2,450,000	3,050,000	

1979 - 1983
CONNECTING LINKS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Lakeshore Road Seneca to Greaves		730,000	150,000	530,000	50,000	
Hurontario - Oriole Rd. Intersection		500,000		400,000	100,000	
SUB TOTAL		1,230,000	150,000	930,000	150,000	

1981 - 1983

CONNECTING LINKS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Lakeshore Road Seneca to Stavebank		1,300,000		1,000,000	300,000	
SUB TOTAL		1,300,000		1,000,000	300,000	

7881

1979 - 1983
CONNECTING LINKS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Dundas Street Old Carriage Road to Wolfedale Road	✓	1,000,000	200,000	750,000	50,000	
Hurontario Street - Fairview intersection		300,000		210,000	90,000	
SUB TOTAL		1,300,000	200,000	960,000	140,000	

7 (de)

1979 - 1983
CONNECTING LINKS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1982 Requirement	Other Source of Funding
Lakeshore Road Bridge (Widening of structure over Credit River)		1,300,000		1,000,000	300,000	
SUB TOTAL		1,300,000		1,000,000	300,000	

1979 - 1983
CONNECTING LINKS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Lakeshore Road Credit River to Balboa Drive		1,300,000		1,000,000	300,000	
SUB TOTAL		1,300,000		1,000,000	300,000	

1979 - 1983
GRADE SEPARATIONS & STRUCTURES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Burnhamthorpe Road Bridge at Credit River & Mullet Creek		10,825,000		7,500,000	1,325,000	*$2,000,000 - Council approval for funding previously received
Burnhamthorpe Road - C.P.R. Grade Separation Design		100,000			100,000	Arterial Roads Fund
Additional Request Carry over Works						
Second Line East Culvert		190,000	20,000 (debenture)	140,000	30,000	
Pedestrian Tunnel @ Mississauga Rd. & Kane		210,000	20,000 (reserve)	155,000	35,000	
SUB TOTAL		11,325,000	40,000	7,795,000	1,490,000	2,000,000

1(f)

1979 - 1983

GRADE SEPARATIONS & STRUCTURES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Burnhamthorpe Road @ C.P.R. Underpass		4,800,000		835,000	835,000	3,130,000 (U.T.A.P.)
Central Parkway East at #403 Underpass		2,500,000		1,700,000	640,000	160,000 Developers Agreements
SUB TOTAL		7,300,000		2,535,000	1,475,000	3,290,000

19[illegible] - 1983

GRADE SEPAR[illegible]ONS & STRUCTURES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Rathburn Road @ Hwy.10 (Underpass)		3,000,000		1,900,000	1,100,000**	**City's portion of the cost to be shared by developers.
Confederation Parkway at C.P.R.		3,000,000				3,000,000 A special levy Assessed against development.
SUB TOTAL		6,000,000		1,900,000	1,100,000	3,000,000

7(e)

1979 - 1983
GRADE SEPARATIONS & STRUCTURES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1982 Requirement	Other Source of Funding
Clarkson Road at CNR (Underpass)		3,600,000		440,000	460,000	$2,700,000 (U.T.A.P.)
SUB TOTAL		3,600,000		440,000	460,000	2,700,000

19[illegible] - 1983

GRADE SEPAR[illegible]IONS & STRUCTURES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Eglinton Avenue at CPR (Underpass)		5,000,000		500,000	500,000	$4,000,000 - U.T.A.P.
SUB-TOTAL		5,000,000		500,000	500,000	4,000,000

7 (xi)

10

1979 - 1983
WATERCOURSE IMPROVEMENTS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Mary Fix Creek Diversion		3,000,000	750,000		2,250,000 ✓	This project if commenced in Sept. of 1979 would be completed in Sept.-Oct. 1980. Thus with the approval of this diversic in 1979, there would be n need to curtail develop- ment in the Creditview, Dundas, Fairview and down- town core communities which drain to the Mary Fix Creek.
Sheridan Creek GO Station northerly		350,000	*125,000		225,000 ✓	The design for this work was approved by Council in December, 1978. *The $125,000 has been made available by the Region of Peel.
SUB-TOTAL		3,350,000	875,000		2,475,000	

1976 - 1983
WATERCOURSE IMPROVEMENTS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Sheridan Creek Culvert under the C.N.R. Spur Line					NIL	This will be a C.V.C.A. project. The installation of this culvert will permit the passing of a regional storm underneath the spur and eliminate up-stream flooding due to backwater effect.
Cooksville Creek		985,000	*985,000		*	This amount is available from the 1978 budget. We are proposing that this amount be used in 1979 along with funds which may be available from the C.V.C.A. to start a programme to protect properties south of Central Parkway after evaluation of various levels of protection which are presently being reviewed. These levels of protection will be reviewed with Council shortly.
Etobicoke Creek #403 - Burnhamthorpe		250,000			250,000	This money will provide funds to deepen and widen this Creek to provide a proper outlet for storm sewers in the North North Dixie
SUB-TOTAL		1,235,000	985,000		250,000	

1979 - 1983
STORM SEWERS

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Park Royal (Storm Sewers)		425,000			300,000	$125,000 - Region of Pee This work is for interna sewer improvements for the Park Royal District to eliminate flooding and was approved in principle by Council in December, 1978.
Miscellaneous Drainage		700,000	300,000		400,000	The reason this is reduced to $400,000 in 1979 is due to a carry over of about $300,000 in 1978. This money is to provide funds for City participation in oversizing and relief storm sewers at various locations as determined by investigation.
SUB-TOTAL		1,125,000	300,000		700,000	125,000

1[illegible] - 1983
WATERCOURSES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Cooksville Creek		1,000,000			800,000	$200,000 MNR, C.V.C.A.
Sheridan Creek Wiseman Crt. to Truscott		450,000			450,000	
Mary Fix Creek C.P.R. to Dundas		1,200,000			1,200,000	
Relief Storm Sewers & participation in oversizing		800,000			800,000	
SUB-TOTAL		3,450,000			3,250,000	200,000

7(iv)

1979 - 1983
WATERCOURSES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Little Etobicoke Creek Dundas southerly		250,000			250,000	
Relief Storm Sewers and participation in oversizing		800,000			800,000	
Cut-off Sewer for small tributaries on West Branch of Etobicoke Creek 3800' north of Derry Road		700,000			700,000	
SUB-TOTAL		1,750,000			1,750,000	

1982 - 1983
WATERCOURSES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1982 Requirement	Other Source of Funding
Wolfedale Creek Dundas to Burnhamthorpe		50,000			50,000	
Cooksville Creek		1,000,000			1,000,000	
Mary Fix Creek Improve channel Inglewood northerly 1200'		250,000			250,000	
Relief Storm Sewers & participation in oversizing		800,000			800,000	
SUB-TOTAL		2,100,000			2,100,000	

7(it)

1979 - 1983
WATERCOURSES

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Watercourse Improvements		1,000,000			1,000,000	
Relief Storm Sewers & participation in oversizing		800,000			800,000	
SUB-TOTAL		1,800,000			1,800,000	

1979 - 83

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		-			-	
Property Acquisition		800,000		400,000	400,000	
Municipal Parking Lots		500,000			500,000	
SUB-TOTAL		2,025,000		550,000	1,475,000	

7(rw)

1979 - 1983

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		-		-	-	
Property Acquisition		800,000		400,000	400,000	
Municipal Parking Lots		500,000		-	500,000	
SUB TOTAL		2,025,000		550,000	1,475,000	

1979 - 1983

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisition		1,000.00		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
SUB-TOTAL		2,525,000		800,000	1.725,000	

7(x)

1979 - 1983

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1982 Requirement	Other Source of Funding
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisition		1,000,000		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
SUB TOTAL		2,525,000		800,000	1,725,000	

1979 - 1983

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisition		1,000,000		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
SUB TOTAL		2,525,000		800,000	1,725.000	

(37)

SUMMARY 1979

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1979 Requirement	Other Source of Funding
Roads		3,590,000		1,695,000	1,780,000	115,000
Connecting Links		1,230,000	150,000	930,000	150,000	
Grade Separations & Structures		11,325,000	40,000	7,795,000*	1,490,000	2,000,000
Watercourse Improvements		5,710,000	2,160,000		3,425,000	125,000
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		-				
Property Acquisitions		800,000		400,000	400,000	
Municipal Parking Lots		500,000			500,000	
TOTAL 1979		23,880,000	2,350,000	10,970,000	8,320,000	2,240,000

*This represents the total subsidy requirement for the Burnhamthorpe Road Bridge and it will be received over the 3 years it will take to complete the construction. In 1979 the M.T.C. has allotted $2,100,000 specifically for the Bridge.

SUMMARY 1980

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1980 Requirement	Other Source of Funding
Roads		6,200,000		2,230,000	2,470,000	1,500,000
Connecting Links		1,300,000		1,000,000	300,000	
Grade Separation & Structures		7,300,000		2,535,000	1,475,000	3,290,000
Watercourse Improvements		3,450,000			3,250,000	200,000
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		-			-	
Property Acquisitions		800,000		400,000	400,000	
Municipal Parking Lots		500,000			500,000	
TOTAL 1980		20,275,000		6,315,000	8,970,000	4,990,000

7 (Shirley)

SUMMARY 1981

Subject Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1981 Requirement	Other Source of Funding
Roads		4,120,000	430,000	1,690,000	1,900,000	100,000
Connecting Links		1,300,000	200,000	960,000	140,000	
Grade Separation & Structures		6,000,000		1,900,000	1,100,000	3,000,000
Watercourse Improvements		1,750,000			1,750,000	
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisitions		1,000,000		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
TOTAL 1981		15,695,000	630,000	5,350,000	6,615,000	3,100,000

MARY 1982

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estirated Subsidy	1982 Requirement	Other Source of Funding
Roads		5,500,000		2,450,000	3,050,000	
Connecting Links		1,300,000		1,000,000	300,000	
Grade Separation & Structures		3,600,000		440,000	460,000	2,700,000
Watercourse Improvements		2,100,000			2,100,000	
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisitions		1,000,000		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
TOTAL 1982		15,025,000		4,690,000	7,635,000	2,700,000

1 (cont'd)

SUMMARY 1983

Project Description	P.N.	Gross	Previous Commitments Debt/Reserves	Estimated Subsidy	1983 Requirement	Other Source of Funding
Roads		7,180,000		3,150,000	4,030,000	
Connecting Links		1,300,000		1,000,000	300,000	
Grade Separations & Structures		5,000,000		500,000	500,000	4,000,000
Watercourse Improvements		1,800,000			1,800,000	
Sidewalks		100,000			100,000	
Streetlighting		325,000			325,000	
Traffic Signals		300,000		150,000	150,000	
Intersection Improvements		300,000		150,000	150,000	
Property Acquisitions		1,000,000		500,000	500,000	
Municipal Parking Lots		500,000			500,000	
TOTAL 1983		17,805,000		5,450,000	8,355,000	4,000,000

7(ff)

PROJECT	CITY REQUIREMENT 1979	1980	1981	1982	1983
ROADS					
Winston Churchill/Burn. to Eglinton	750,000				
Creditview /Burn. to Eglinton	950,000				
Carolyn Road	25,000				
Old Carriage/Dundas to Glengarry	Developer				
Stillmeadow/Dundas to Louis	55,000				
Bramalea Road		620,000			
Eglinton/Etobicoke Creek to Renforth		750,000			
Burnhamthorpe/Erindale Stn. to Miss.		1,100,000			
Tomken/Burn. to Eglinton			NIL		
Central Pkwy. W./Erindale to Burn.			420,000		
Winston Churchill/Eglinton to Brit.			1,200,000		
Hammond Rd./Queensway to Dundas			280,000		
Winston Church./Britannia to Derry				1,000,000	
Central Pkwy. E./403 to Eglinton				850,000	
Eglinton/Tomken to Hwy.10				1,200,000	
Winston Church./Derry to 401					900,000
Central Pkwy.W./Erindale Stn. to Mavis					480,000
Tenth Line/Britannia to Derry					100,000
Eglinton/#10 to Mavis					1,000,000
Creditview/Eglinton to Britannia					850,000
Central Pkwy.W./#10 to Confederation					700,000
TOTAL	1,780,000	2,470,000	1,900,000	3,050,000	4,030,000

7(99)

PROJECT	CITY REQUIREMENT 1979	1980	1981	1982	1983
CONNECTING LINKS					
Lakeshore/Seneca to Greaves	50,000				
Hurontario/Oriole Rd. Intersection	100,000				
Lakeshore/Seneca to Stavebank		300,000			
Dundas/Old Carriage to Wolfedale			50,000		
Hurontario/Fairview Intersection			90,000		
Lakeshore Rd. Bridge widening at Credit R.				300,000	
Lakeshore/Credit R. to Balboa Dr.					300,000
TOTAL	150,000	300,000	140,000	300,000	300,000
GRADE SEPARATION					
Burnhamthorpe Rd. Bridge	1,325,000				
Burnhamthorpe CPR Grade Sep. Design	100,000				
Second Line E. Culvert	30,000				
Mississauga & Kane Ped. Tunnel	35,000				
Burnhamthorpe CPR Grade Separation		835,000			900.
Central Pkwy.E. @ 403		640,000			
Confed. Pkwy. E. @ CPR			Special Levy		
Rathburn Rd. @ Hwy.10			1,100,000		
Clarkson Rd. @ CNR				460,000	
Eglinton Ave. @ CPR					500,000
TOTAL	1,490,000	1,475,000	1,100,000	460,000	500,000

CITY REQUIREMENT

PROJECT	1979	1980	1981	1982	1983
WATERCOURSE IMPROVEMENTS					
Mary Fix Creek Diversion	2,250,000				
Mary Fix Creek/Dundas to CPR *		1,200,000			
Mary Fix Creek/Inglewood northerly 1200'				250,000	
Sheridan Creek/GO Stat. northerly	225,000				
Sheridan Creek/Culvert @ CNR	NIL				
Sheridan Crk/north, Wiseman Crt. to Truscott		450,000			
Park Royal Storm Sewer	300,000				
Cooksville Creek	'78 Carryover	800,000		1,000,000	
Etobicoke Crk./403 to Burnhamthorpe	250,000				
Etobicoke Crk./Dundas southerly			250,000		
Cut-off for sml. tributaries to West Branch Crk. north of Derry 3,800'			700,000		
Wolfedale Creek/Dundas to Burn.				50,000	
Miscellaneous Drainage	400,000				
Relief Stm. Sewers & City participation in oversizing		800,000	800,000	800,000	800,000
Watercourse Improvements					1,000,000
TOTAL	3,425,000	3,250,000	1,750,000	2,100,000	1,800,000

7(iii)

CITY DEVELOPMENT

PROJECT	1979	1980	1981	1982	1983
Streetlighting		325,000	325,000	325,000	325,000
Sheridan Park	25,000				
Malton	100,000				
Intersections	50,000				
Replace Incandescent with Sodium Vapour	100,000				
Burnhamthorpe H.E.P.C. to Dixie	50,000				
Sidewalks	100,000	100,000	100,000	100,000	100,000
Traffic Lights	150,000	150,000	150,000	150,000	150,000
Intersection Improvements	-	-	150,000	150,000	150,000
Property Acquisitions	400,000	400,000	500,000	500,000	500,000
Municipal Parking Lots	500,000	500,000	500,000	500,000	500,000
TOTAL	1,475,000	1,475,000	1,725,000	1,725,000	1,725,000
TOTAL NET REQUIREMENT	8,320,000	8,970,000	6,615,000	7,635,000	8,355,000

8

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00024

To: Chairman and Members
Public Works Committee

From: William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

February 15, 1979

LADIES & GENTLEMEN :

SUBJECT : The Credit Woodlands Pilot Project - Final Report.

SOURCE : Engineering and Works Department.

COMMENTS :

RECEIVED
REGISTRY No. 1963
DATE FEB 22 1979
FILE No. 86-79
CLERK'S DEPARTMENT

INTRODUCTION

The Engineering Department, at the request of the former Traffic and Transportation Committee, has undertaken The Credit Woodlands Pilot Project to evaluate means of regulating traffic within residential neighbourhoods throughout the City. It was the decision of this Committee to implement traffic controls such as speed reductions and all-way stop signs, in a selected neighbourhood and determine the effect of these controls by conducting studies before and after implementation.

This report contains the final results of the Pilot Project undertaken in The Credit Woodlands subdivision.

SUMMARY

BACKGROUND

Increasing vehicular volumes combined with operational deficiencies in the arterial road system encouraged motorists to use the collector road system of The Credit Woodlands to avoid congestion and delays.

In an effort to correct this situation, speed limits were reduced from 50 km/h (30 mph) to 40 km/h (25 mph) on McBride Avenue, Forestwood Drive and The Credit Woodlands.

continued ...

8(a)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ...

Signal timing and phasing revisions including the installation of advanced greens on Dundas Street at Erindale Station Road and at Wolfedale Road, were completed.

All-way stops were erected at :

1) The Credit Woodlands at Credit Heights Drive
2) The Credit Woodlands at Forestwood Drive
3) The Credit Woodlands at Queenston Drive
4) The Credit Woodlands at Monaghan Circle
5) McBride Avenue at Ellengale Drive
6) McBride Avenue at Carillion Avenue
7) McBride Avenue at Eaglemount Crescent
8) McBride Avenue at Westlock Road
9) McBride Avenue at Forestwood Drive
10) Forestwood Drive at Jessica Court
11) Forestwood Drive at Valmarie Avenue

Additional all-way stops were installed at a later date at :

1) Shadeland Drive at Verhoeven Drive
2) Valmarie Avenue at Fairdale Drive
3) Credit Heights Drive at Miraya Court
4) Credit Heights Drive at Killkee Gate
5) Erinmore Drive at Fellmore Drive
6) Queenston Drive at Ashcroft Crescent

See Exhibit I.

At all roadways entering the study area, signs indicating "LOCAL TRAFFIC ONLY" were erected.

The combined effect of all these changes was a reduction in through traffic and vehicular speeds. However, there was an increase in the percentage of vehicles exceeding the speed limit. There was also a high percentage of vehicles not coming to a full stop at the new all-way stop locations.

Further reductions are anticipated as deficiencies on the arterial roads are corrected. Alterations to pavement markings to provide an eastbound left-turn lane have been instituted on Dundas Street at Wolfedale

continued ...

8(b)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ...

Road. Widening of Dundas Street at Erindale Station Road to provide full channelization is now complete.

The construction of the Burnhamthorpe Bridge over the Credit River will add an important link to the arterial road system. It is expected to distribute the north-south volumes between Burnhamthorpe Road and Dundas Street to other arterial roads such as Erin Mills Parkway and Winston Churchill Blvd.

Studies conducted both before and after the implementation of controls, produced the following results :

VEHICULAR SPEEDS

Spot speed studies were conducted at six locations along the three collector roads within the study area, as follows :

1) The Credit Woodlands north of Monaghan Circle
2) The Credit Woodlands south of Credit Heights Drive
3) Forestwood Drive east of Fairdale Drive
4) Forestwood Drive east of Jessica Court
5) McBride Avenue west of Ellengale Drive
6) McBride Avenue west of Oakglade Crescent

The following tables summarize the important results of these studies, and indicate the average results at the six above noted locations :

85%-ILE SPEED m.p.h. (km/h).

	Before	After	Difference
Posted Speed Limit	30 m.p.h. (48 km/h)	25 m.p.h. (40 km/h)	5 m.p.h. (8 km/h)
Observed Speeds Off Peak Period	36.3 m.p.h. (58 km/h)	31.7 m.p.h. (50.6 km/h)	4.6 m.p.h. (7.4 km/h)
Observed Speeds Peak Period	36.6 m.p.h. (58.5 km/h)	31.6 m.p.h. (50.5 km/h)	5 m.p.h. (8 km/h)

continued ...

8(c)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ...

AVERAGE SPEED m.p.h. (km/h).

	Before	After	Difference
Posted Speed Limit	30 m.p.h. (48 km/h)	25 m.p.h. (40 km/h)	5 m.p.h. (8 km/h)
Observed Speeds Off Peak Periods	31.5 m.p.h. (50.4 km/h)	28.5 m.p.h. (45.6 km/h)	3 m.p.h. (4.8 km/h)
Observed Speeds Peak Period	32.9 m.p.h. (52.6 km/h)	28.4 m.p.h. (45.5 km/h)	4.5 m.p.h. (7.2 km/h)

COMPLIANCE %

	Before	After	Difference
Posted Speed Limit	30 m.p.h. (50 km/h)	25 m.p.h. (40 km/h)	5 m.p.h. (8 km/h)
Compliance Off Peak Period	40.53%	30.80%	9.73%
Compliance Peak Period	33.03%	29.12%	3.91%

Vehicular speeds within this subdivision have been somewhat reduced. However, the problem of speeding vehicles still exists and in fact has increased to a point where approximately 70% of the observed traffic is travelling at speeds in excess of the posted speed limit (25 m.p.h.) This indicates that when speed reductions are used to delay vehicular traffic, disregard is encouraged with the result that problems may be experienced in areas where reduced speeds are genuinely warranted (i.e. school zones).

continued ...

8(9)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ...

STOP SIGN OBSERVANCE

Stop sign observance studies were conducted at the locations where the original eleven all-way stop signs were installed.

An average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total which demonstrated a greater disregard for the stop condition by proceeding through at speeds greater than 3 m.p.h. (5 km/h).

During the off-peak period an average of 68% of the observed traffic failed to stop completely, including 19.7% at speeds greater than 3 m.p.h. (5 km/h). Once again, disregard for this traffic control device is generated when the motorists see no obvious need for it. This disregard may be hazardous at a location where a genuine warrant exists.

ORIGIN/DESTINATION STUDY

The average motorist who travels to and from work daily chooses a route which is comfortable for him according to his driving habits, avoiding delays, dangerous manoeuvres and congestion. It is a known fact that the motorist will travel many miles out of his way and extend his travel time if traffic delays along the shorter more direct route will be experienced. The fact that he is travelling along at a steady speed with only a few brief delays offers the feeling of reduced travel time, whether or not time is actually saved.

The natural barrier effect of the Credit River and the limited number of crossings forces eastbound traffic during the a.m. peak to funnel onto Dundas Street to make the crossing. Traffic then disperses to Burnhamthorpe Road by way of north-south arterials such as Erindale Station Road, Wolfedale Road and Mavis Road. However, congestion due to very high traffic volumes and lack of left-turn channelization at major intersections on Dundas Street, resulted in great delays.

continued ...

8(e)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ...

The reverse occurred during the evening peak. These deficiencies in the arterial road system surrounding this subidivision combined with the fact that The Credit Woodlands itself was not obstructed by traffic control devices, encouraged motorists to use this road for the reasons explained above.

Origin/destination studies were conducted at all entrances and exits from this subdivision. The detailed results at each station are tabulated in Exhibit 3.

These results indicate that there has been a reduction in the number of through vehicles in the area as a result of the improvements on the arterial roads, and also the installation of all-way stops and reduced speed limits on the collector roads in the subdivision. However, there continues to be motorists who avoid traffic on the arterial roads in favour of the lighter traffic within the subdivision. This explains why slightly more than 20% of the total traffic presently entering the Credit Woodlands subdivision is through traffic.

Furthermore, many motorists tend to utilize the arterial (Burnhamthorpe Road) as far as possible, and then proceed via The Credit Woodlands to Dundas Street. The planned construction of the Burnhamthorpe Road bridge in conjunction with improvements to the other arterials should further reduce traffic volumes on The Credit Woodlands.

QUESTIONNAIRE

Interest on the part of the public was very good judging by the return rate of approximately 25% of the total questionnaires delivered. Average responses indicated that the residents noticed slight reductions in speeds and volumes similar to the reductions noted in the traffic studies.

continued ...

8(b)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

COMMENTS :
continued ... Of the 1000 questionnaires returned, 544 contained comments broken down as follows :

207 - 38% - in favour of the changes in traffic control

247 - 45% - opposed to the changes in traffic control

90 - 17% - Qualified : i.e. approved of changes, however, too many stop signs or enforcement is inadequate. Speeding still occurs and additional hazard of non-observance of traffic controls has been created.

Attached as Exhibit 4 to this report are selected comments of those in favour, opposed and qualified with respect to the changes made in traffic control. We trust you will peruse these to be aware of the concerns of those most directly affected by the traffic controls that were implemented in this project. The comments have been included in the ratio in which they were received, (i.e. 38% in favour; 45% opposed; 17% qualified).

ACCIDENT ANALYSIS

Detailed accident analysis of the eleven all-way stop locations for the one year preceding and one year following the erection of the stop signs, revealed that there was only one accident that could be directly attributed to the all-way stop control.

The number of accidents before and after implementation of the all-way stop controls, was not a significant problem. However, due to the recorded disobedience at the all-way stop controls, especially at school crossings, the potential for accidents has increased.

CONCLUSIONS : 1) All-way stop controls should be removed at the nine intersections as indicated in Exhibit 2. These installations are totally unwarranted and hinder and

continued ...

8(g)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :
continued ...

inconvenience only local traffic. As such, they are conducive to wide scale disrespect and disobedience as indicated by the results of the study, and often constitute a safety hazard, particularly for young children who place an undue reliance upon them.

2) All-way stop control may be retained at eight locations as indicated in Exhibit 2.

3) The results of the survey indicate a poor level of compliance with a reduced speed limit. It is recommended that only those 40 km/h zones consistent with existing City policy regarding school zones be retained and that speed limits on the remaining portions revert to 50 km/h. This action should correct the problems of compliance as the motorist will be aware that extra care is required in school zones.

4) The problem of some speeding vehicles exists on virtually any street within an urban area. The extent of the problem depends upon such factors as road design, volume of traffic, surface condition, visibility and sight distance and the type of vehicle in use.

Within a subdivision where low traffic volumes prevail, favourable road conditions on certain sections may encourage higher speed. High School students in this area driving vehicles to school have been a significant factor contributing to excessive speeds. Complaints regarding high speed can only be identified when proper studies are conducted. Any complaints regarding excessive speeds should be forwarded to the Police Department for enforcement after the problem is identified and/or confirmed by the Traffic Section.

5) Problems with cut-through traffic in a neighbourhood are generally related to deficiencies in the surrounding arterial street system. To avoid such problems, the following actions are essential :

continued ...

8(h)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :
continued ...

a) continued upgrading of arterial roads in response to traffic demands

b) continual monitoring of operating conditions at key intersections to identify the need for improvements

c) careful design of road patterns in new neighbourhoods to ensure adequate and convenient access for residents, while discouraging through traffic

6) There is an obvious need for guidelines to ensure that neighbourhood traffic controls are utilized in a reasonable and uniform manner throughout the City. As a result of this Pilot Project and many other studies, the following warrants have been developed for all-way stops.

Special consideration has been given to traffic conditions in residential areas by developing a residential warrant based upon 60% of the normal volumes.

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1) Volume

a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any 8 hours of an average day. (24 hour equivalent approx. 4000 vehicles).

b) In addition, the vehicular volume entering the intersection from the minor streets for the same 8 hours must average at least :

i) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection,

or

continued ...

8(i)

SUBJECT : The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS :
continued ...

ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2) Accidents

Five or more of types susceptible of correction by stop signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3) Visibility

The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 feet.

4) Residential Area

Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

a) Both streets have residential frontage with existing speed limits of 50 km/h or less.

b) Neither street is designated as an arterial or major collector street in the Official Plan.

c) Neither street exceeds 40 feet of roadway width.

d) No existing stop sign or signal is located on the more heavily travelled street within a distance of 800 feet.

e) Roadways extend 800 feet or more away from the intersection on at least three sides

f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area.

continued ...

8(f)

SUBJECT: The Credit Woodlands Pilot Project - Final Report

CONCLUSIONS: (continued)

5) OTHER FACTORS

Despite the foregoing, Council may decide what warrants it may feel best suited to the situation, and the signs may be installed based on none of the foregoing criteria.

RECOMMENDATIONS:

1 - That the following All-way stops be retained as illustrated in Exhibit 2 -

a) The Credit Woodlands and Monaghan Circle
b) The Credit Woodlands and Queenston Drive
c) The Credit Woodlands and Forestwood Drive
d) McBride Avenue and Ellengale Drive
e) McBride Avenue and Eaglemount Crescent
f) McBride Avenue and Westlock Road
g) McBride Avenue and Forestwood Drive
h) Forestwood Drive and Valmarie Avenue

2 - That the following All-way stops be considered for removal after completion of the Burnhamthorpe Road Bridge - illustrated in Exhibit 2 -

a) Queenston Drive and Ashcroft Crescent (north leg)
b) Fellmore Drive and Erinmore Drive
c) Valmarie Avenue and Fairdale Drive
d) McBride Avenue and Carillion Avenue
e) Miraya Court and Credit Heights Drive
f) Killkee Gate and Credit Heights Drive
g) Forestwood Drive and Jessica Court
h) Shadeland Drive and Verhoeven Drive
i) The Credit Woodlands and Credit Heights Drive

3 - That the speed limits on the collector roads within this subdivision be reverted to 50 km/h with the exception of: (as illustrated in Exhibit 2).

a) The Credit Woodlands between O'Hagan Drive (North) and Erinmore Drive
b) Forestwood Drive from Lindenlea Drive westerly to The Credit Woodlands
c) McBride Avenue from Ellengale Drive to The Credit Woodlands
d) McBride Avenue between Erindale Station Road and Westlock Road

continued....

8 (key)

SUBJECT: The Credit Woodlands Pilot Project - Final Report

RECOMMENDATIONS: (continued)

4 - That 40 km/h speed limits be reserved for streets within the boundaries of school frontages and on streets having heavy school pedestrian volumes.

5 - That all new subdivision plans be such as to encourage high volume traffic on the collector and arterial streets.

6 - That all-way stops be installed on the basis of the criteria established in this report.

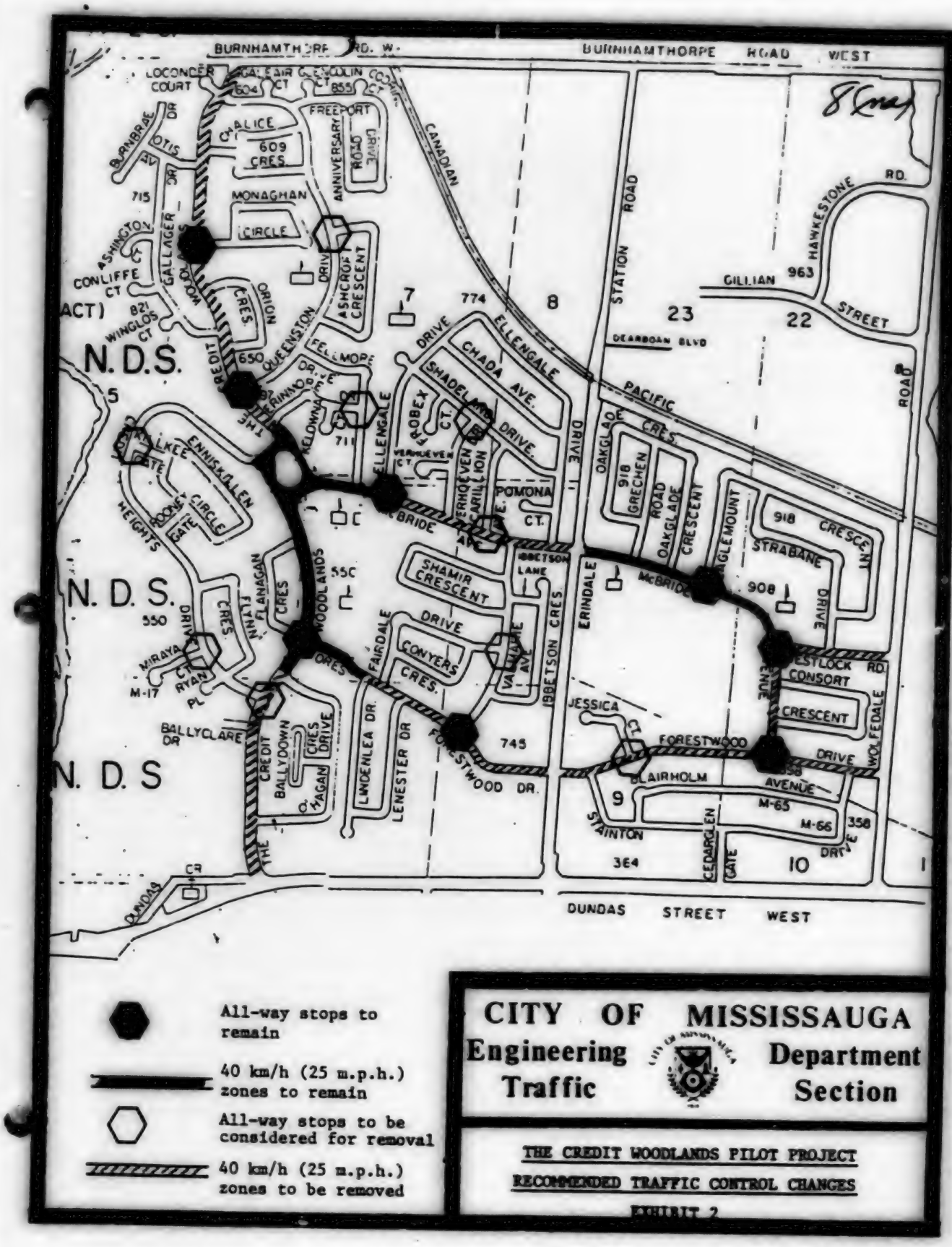
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

att.

c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. F. Love,
D. A. R. Ogilvie.

RKW:MBF:jb

BURNHAMTHORPE RD. W.
BURNHAMTHORPE ROAD WEST
LOCONCER COURT
604
855
FREEPORT
ANNIVERSARY ROAD DRIVE
CANADIAN
STATION ROAD
HAWKESTONE RD.
963
GILLIAN STREET
ALICE
609 CRES
MONAGHAN CIRCLE
715
ASHINGTON
CONLIFFE CT
GALLAGER
821
WINGLOS CT
ORION CRES
QUEENSTON DRIVE
ASHCROFT CRESCENT
774
7
8
23
22
DEARBORN BLVD
N.D.S.
5
650
FELLMORE DR.
711
ELLENGALE DRIVE
CHADA AVE.
SHADEL DRIVE
ROBEX CT.
PACIFIC ROAD
OAKGLADE CRES.
918 GRECHEN ROAD
OAKGLADE CRESCENT
EAGLEMOUNT
918 CRESCENT
STRABANE DRIVE
POMONA CT.
ENNISKILLEN
ROOKS GATE
HEIGHTS
CIRCLE
BRIDE AVE.
ROBERTSON LANE
SHAMIR CRESCENT
ERINDALE
McBRIDE
908
N. D. S.
550
550C
FLANAGAN CRES
DRIVE
FAIRDALE
CONYERS CRES.
VALLEY AVE
ROBERTSON CRES.
ESTLOCK RD
CONSORT CRESCENT
JESSICA CT.
MIRAYA CT
RYAN PL
M-17
BALLYCLARE DR
CREDIT BALLYDOWN CRES
O'HAGAN DRIVE
LINDENLEA DR.
LENESTER DR
FORESTWOOD DR.
745
FORESTWOOD DRIVE
BLAIRHOLM AVENUE
9
M-65
M-66
358
STAINTON DRIVE
CEDARGLEN GATE
364
10
1
N. D. S
THE CR
DUNDAS
DUNDAS STREET WEST
All-way stops
40 km/h (25 m.p.h.) zones
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
THE CREDIT WOODLANDS PILOT PROJECT
EXISTING TRAFFIC CONTROLS
EXHIBIT 1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LOCONCER COURT
CHALICE
609 CRES
FREEPORT
ANNIVERSARY ROAD DRIVE
CANADIAN
STATION ROAD
HAWKESTONE RD.
GILLIAN STREET
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BURNBRAE DR
OTIS AV
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MONAGHAN CIRCLE
ASHINGTON CT
CONLIFFE CT
GALLAGER DR
WINGLOSS CT
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ASHCROFT CRESCENT
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CHADA AVE.
SHADELAND DRIVE
PACIFIC ROAD
OAKGLADE CRES.
OAKGLADE CRESCENT
918 GRECHEN ROAD
ENNISKILLEN HEIGHTS
ROOKE CIRCLE
GATE
KELOWNA CRES.
711
VERMEVEN CT.
ERMICEVEN AVE.
CARILLON DRIVE
POMONA CT.
BRIDE
ABBOTSON LANE
SHAMIR CRESCENT
ERINDALE DRIVE
McBRIDE
EAGLEMOUNT CRESCENT
STRABANE DRIVE
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WOODLANDS CRES
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FAIRDALE CRES
CONYERS CRES.
VALHALLA AVE
ABBOTSON CRES
WESTLOCK RD
CONSORT CRESCENT
WOLFEDALE DRIVE
JESSICA CT
FORESTWOOD DRIVE
BLAIRHOLM AVENUE
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STAINTON DRIVE
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CEDARGLEN GATE
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MIRAYA CT
RYAN PL
BALLYCLARE DR
CREDIT
BALLYDOWN CRES
DRIVE
O'HAGAN
LINDENLEA DR
LENESTER DR
745
FORESTWOOD DR.
THE
CR
DUNDAS
DUNDAS STREET WEST
All-way stops to remain
40 km/h (25 m.p.h.) zones to remain
All-way stops to be considered for removal
40 km/h (25 m.p.h.) zones to be removed
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
THE CREDIT WOODLANDS PILOT PROJECT
RECOMMENDED TRAFFIC CONTROL CHANGES
EXHIBIT 2

8(n)

EXHIBIT 3

THE CREDIT WOODLANDS PILOT PROJECT

THROUGH TRAFFIC STUDY

	Before	After	Difference
Burnhamthorpe Road @	282/606*	138/282	144/-29
The Credit Woodlands	46.53%	21.73%	
Dundas Street @	423/964	188/752	235/212
The Credit Woodlands	43.87%	25.00%	
Erindale Station Road @	303/824	80/396	223/428
McBride Avenue (westbound)	36.77%	20.20%	
Erindale Station Road @	161/312	47/332	114/-20
McBride Avenue (eastbound)	51.60%	14.15%	
Erindale Station Road @	172/552	93/548	79/4
Forestwood Drive (westbound)	31.15%	16.97%	
Erindale Station Road @	166/319	111/263	55/56
Forestwood Drive (eastbound)	52.03%	42.20%	
Wolfedale Road @	135/381	89/495	46/-14
Westlock Road	35.43%	17.97%	
Wolfedale Road @	117/268	70/252	47/16
Forestwood Drive	43.65%	27.77%	
Dundas Street @	25/65	11/101	14/-36
Cedarglen Gate	38.46%	10.89%	
TOTAL (all entrances) :	1784/4291	827/3774	957/517
	41.57%	21.91%	

*Total through vehicles → 282/606 ←Total vehicles entering

% Through traffic ⟶ 46.53

8(0)

EXHIBIT 4

COMMENTS RECEIVED ON QUESTIONNAIRE

A. Comments in favour of changes :

1. Since no sidewalks are provided along Credit Heights Drive the speed should be controlled and reduced by additional STOP signs

2. While as a driver I recognized a certain inconvenience from the all-way stop concept, as a parent I am most willing to live with that inconvenience to improve traffic safety in all Mississauga neighbourhoods. Significant speeding still occurs on Forestwood Drive between The Credit Woodlands and Valmarie Drive.

3. The system in itself is good. The system would be very much improved if it were ENFORCED. The majority of drivers on McBride Avenue ignore the 25 mph limit. To my knowledge there has not been a police speed trap since the new signs came in. Motorists do not come to a full stop at the all-way stop signs - they merely slow down in many cases, and then accelerate at a high rate of speed. The key to success in controlling the local traffic is police enforcement of the regulations. To my mind this has not been done.

4. Question 2 which asks about traffic volumes has reduced people cutting through from Dundas to Burnhamthorpe on the Credit Woodlands which I agree with. McBride is now safer because of the all-way stops which was a good move. The small volume will remain the same because of the residents getting in and out of the Woodlands. In my opinion the measures implemented were well planned and certainly enhance the safety of the neighbourhood.

5. As a resident of this subdivision for nine years, I had watched the volume of traffic (especially on McBride) increase rapidly. Prior to the all-way stops it had become almost impossible to cross McBride without running. When my children (4) were younger, I often had to pick them up and run across in order to get them all safely across. Besides decreasing speed, I believe the all-way stops have effectively channelled through traffic away from our side streets. If you could just convince the Transit Co. to use the small buses in the subdivision and keep the larger ones for Dundas, Burnhamthorpe etc. the Woodlands would be a terrific place to live.

6. Living very close to the Dundas highway it has always been very difficult to get out of our driveway in the morning on to Credit Woodlands as the traffic was always going very fast and steady by our house. With the stop signs at Credit Woodlands and Credit Heights the traffic cannot gather too much speed by our house - hence no problems for us. We are VERY pleased. If we are in a hurry and want to go to Burnhamthorpe we go to the Dundas and up Erindale Station Road, otherwise we still use Credit Woodlands going north.

continued ...

8(p)

EXHIBIT 4
continued

7. It has come to our attention that people tend to drag from the lights at #5 to the first STOP sign at Credit Heights. This seems to occur from 4 pm to 7 pm when many are in a hurry to get home. Excess dragging also occurs late at night. People tend to drive this stretch at speeds of up to 50 mph. Passing of slower cars on this stretch is also a very common occurrence. A STOP sign at O'Hagan would put a stop to this nonsense. However, the signs have done a remarkable job in reducing volume flow and it is nice to be able to back out of our driveway without a ten minute wait.

8. The speed limit in this area should be cut down to 15 mph since there are three schools within the area. Some people have no regards for school children passing, they just ignore them doing about 50 mph. The STOP signs are effective because it allows children to pass when the cars stop.

B. Comments not in favour of changes :

1. In a community such as this which is totally dependent on the automobile, I feel the Traffic Department should be directing its attention to moving traffic smoothly, safely and efficiently not trying to totally impede it. Your massive planting of all-way stops at innocuous T-intersections borders on the ridiculous. What are you trying to do - make our roads into playgrounds! A 25 mph speed limit with numerous stops means a travel through rate of less than 10 mph. Baby sitting is not your responsibility. We commuters have enough frustrations to contend with without you going out of your way to aggravate conditions.

2. For a very large number of residents (those to the west of the red line on the map), the only practical route to the north-east or south-west is Credit Woodlands. Efforts to reduce traffic on this street stand little chance of success because the bulk of traffic is made up of cars from the Woodlands. In effect, regardless of any official plan, Credit Woodlands is a minor arterial road and as such, most of the all-way stop signs should be removed.

   There is a very real potential danger with the all-way stop signs because bike riders are ignoring them completely. I have lost count of the number of times I have seen a biker just ride right through and on two occasions I have nearly hit one. This attitude is to be expected; as more and more political stop signs spring up there is less and less respect for all stop signs, even the needed ones.

   As far as reducing speed is concerned, the only effective way to stop speeders is the use of radar traps. A person determined to speed through a street does not care what the speed limit is. The 25 mph limit serves no useful purpose, it simply slows down further those people who were already obeying the limit.

continued ...

The whole notion that the residents of a neighbourhood have some special rights to the streets near their homes is nonsense. They have a right to expect that drivers driving dangerously be apprehended but they have no right to say "these streets are ours, everybody else keep out". The acceptance of this idea by the Traffic Dept is one more symptom of a syndrome infecting it. It appears that it will not be satisfied until all traffic in Mississauga comes to a halt and will continue putting up unnecessary unsynchronized stop lights and unnecessary stop signs to accomplish this objective.

In a time when everybody is being urged to conserve energy and protect the environment, the promulgation of policies designed to waste fuel by frequent stops and starts and create more pollution from exhaust fumes and asbestos dust seems ill advised at the very least.

Even if there had been a significant change in traffic volumes or speeds, the experiment was very poorly designed. Four variables were changed at one time in an uncontrolled experiment so that if it had been successful it would be impossible to ascertain why.

3. Speed limitations and stop signs do not reduce traffic volumes. They merely redirect them to a less convenient or efficient routing. I do NOT agree with their use for that purpose. Why divert traffic to a more congested or less efficient routing? What areroads for anyway? Speed limits and stop signs should be used for safety reasons and I very much object to them being used otherwise as is being done in Mississauga.

4. Should raise speed limit back up to 30 mph. I am totally against this selfish project on the part of residents. We have to get to work etc. and every neighbourhood busybody doesnt want cars through their area (e.g. Erindale Station Road south of Dundas, also area around Mississauga Hospital). People have to get around, the only way out of this is not allow cars in Mississauga. If this type of mentality continues, I for one will be moving out of Mississauga. Applewood Hills is ridiculous. In the case of Credit Woodlands, why not install a NO LEFT TURN sign at Dundas effective during rush hour - it would keep through traffic out, and all stops could be dropped. I could go on for pages re why I am opposed.

5. It doesnt decrease speeding it only irritates the driver which might lead to carelessness or increased take off speeds. You stop and start enough without consuming gas unnecessarily. Parents should be responsible for their children playing on busy streets. There are backyards and ample recreational parks and school grounds. Stop signs for turning purposes are great, but useless and unnecess- signs are a waste of time, and a waste of money which should be used in repairing the roads. Because you are overdoing the stop sign bit you are almost forcing drivers to run them in order to get anywhere. To decrease speed on the road one needs to decrease the speed at which people are living.

continued ...

8(2)

EXHIBIT 4
continued

5. The all-way stop signs are a terrible nuisance both for drivers and residents. As a driver I am putting more wear and tear on my car by stopping at what seems to be every block. Alternate stops would be just as effective to reduce traffic flow. As a resident I am being subjected to a much higher level of noisy stops and tire squealing starts both day and night. Lower, reasonable speeds make sense but the installation of stop signs at what seems to be every intersection in Mississauga is wasteful, ineffective and because of increased noise levels from braking and acceleration, disruptive.

6. Traffic cannot be legislated away with stop signs and traffic signals. A speed limit of 25 mph is unrealistic combined with harrassing stop signs. We see more cars travelling at 40 mph now than with the old 30 mph limit. I have not seen one car travelling at 25 mph in the Woodlands since the change.

   The all-way stops are dangerous, during winter in particular, as experienced by many drivers. The all-way stop signs are mis-used here (abused) for effective and safe traffic control. People tend to treat them with contempt if they are used to force them to stop for nothing.

   To encourage people to use Erindale Station Road it would be necessary to improve the bumpy railway level crossing and the removal of the two extravagent lights on Erindale Station Road.

   The residents of the Woodlands are the people most inconvenienced by the imposed restrictions since they have to use the roads daily. Transit traffic will not be discouraged by harrassment. Drivers will just put up with it if no convenient or suitable alternate route is existing.

   To sum up : I consider the present traffic control system a gross imposition on the residents of the Woodlands and to judge by the results over the last year, the experiment (?) can be considered a complete failure.

7. Since the advent of the introduction of the stop signs, traffic in the Woodlands has become dangerous. There is no other way to describe it. Cars now travel twice as fast between stop signs as they did before. The number of children in the area has increased drastically and are a real problem, because they play in the middle of the road, and do not seem to know that bicycles must follow traffic flow rather than oppose it. With the price of fuel going up another nickel a gallon, one would think that the idea should be to keep traffic moving at an even pace, rather than stop and start which these stop signs have produced.

   My final grievance is that the amount of police patrols at night seem to have reduced. Now when I wake up in the morning my first job is to sweep up the broken glass in front of my driveway, after that, I can pick up the paper and rubbish that is there because the garbage can

continued ...

in the park at the traffic circle has been overturned again. The people in this area know who the culprits are and have phoned the Police when these juveniles are there. I myself phoned twice within a six hour period and waited, unfortunately no police car ever responded.

8. After living in this area for nine years I am extremely disappointed in the traffic patterns in the City of Mississauga. Hundreds of residential areas have been built with NO thought to traffic flow and commuters. As a result, commuting time has tripled in a few years. Travelling is a nightmare!! It is necessary to take cut through to get anywhere at rush hours since existing highways are clogged, and still there is no thought being given to major expressways in the near future. Even highways such as #5 and #10 have stop lights every few blocks which is a disgrace. Travelling by car is a necessity since public transportation is antiquated and much too congested, and SLOW, SLOW, SLOW!!

9. At a time when it is crucial to save energy and fight pollution and practice economy, I strongly object to these stop signs at every corner for the following reasons :

   a. Stopping and starting uses more gas
   b. Stopping and starting puts more pollutants in the air
   c. Stopping and starting causes more noise pollution - engine noise and screeching tires
   d. More wear and tear on car brakes, tires, transmission and engine parts which is an added expense to me personally

C. Qualified comments :

1. Although I had my doubts about the placing of some signs, they seem to have worked out satisfactorily. The sign at Monaghan seems redundant as far as cars exiting from that street, but it does slow most of the traffic effectively. Originally I felt that stop would serve more drivers better at Gallagher or this intersection on the Woodlands as there are more cars to use it, but there seems no problem with its location at Monaghan and it serves the school crossing well. There is more problem backing into the Woodlands traffic from my home because the passing cars are all strung along at equal intervals - possibly the only drawback.

2. The whole idea is great in general. However, something should be done about pedestrians and bicycle traffic at all stop locations. In my opinion 80% plus of these do not obey the signs with special regard to bicycles. These people simply defy the stop signs. I am sure if this is not controlled there will be a fatality or serious injury soon, and no doubt the motorised vehicle driver will be blamed.

9

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00011
16 111 6708
16 111 6905

To Chairman and Members

From William P. Taylor, P. Eng.

Dept Public Works Committee

Dept Engineering and Works

February 22, 1979

SUBJECT: Park West Subdivisions - Phase I - R. P. 878
Phase II- R.P. 925

ORIGIN: Engineering and Works Department.

COMMENTS: These subdivisions were developed by Bramalea Limited in the late 60's; however, they have not been assumed by the City as yet.

In an attempt to finalize these developments we met with Mr. Morris Smith, Vice President Land Development, in the latter part of 1978, and reached an agreement that they would pay the City $45,000.00 as complete settlement for all outstanding items in the plan of subdivision.

Subsequently a cheque in the amount of $45,000.00 was received from Bramalea Limited.

We would advise Committee that we feel the amount of $45,000.00 will solve any road and drainage deficiencies which exist in these subdivisions.

RECOMMENDATION: That the Park West Subdivisions - Phase I - R.P. 878 and Phase II - R.P. 925 be accepted by the City and the $45,000.00 which has been paid by Bramalea Limited to cover any deficiencies which may exist be placed in a holding account and used by the Engineering and Works Department for road repair and drainage works as may be required.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
K. A. Cowan,
R. G. B. Edmunds,
L. F. Love,
D. A. R. Ogilvie,
J. R. Beilby.

10(a)

SUBJECT : Request for Traffic Signals at Dundas Street West and Robinson Street

COMMENTS :
continued ... experienced if traffic signals were installed. The majority of motorists exiting from Erindale Village during the peak hours turn right with no appreciable difficulty.

Radar surveys conducted revealed that 45% of the motorists exceeded the speed limit. The 85%-ile speed was 67.9 km/h, and the average speed was 58.7 km/h. Due to the physical nature of Dundas Street, speeds tend to be consistently above the posted speed limit. We are ordering oversize speed signs to be erected through Erindale Village on Dundas Street and are requesting regular police enforcement of the speed limit.

A parking study was performed involving the off-street areas adjacent to the Bank and Food Store opposite Robinson Street. There are thirty-one off-street spaces available, of which 10.6 on the average all day were used. Three vehicles were parked all day and the peak usage was fourteen. It is suggested that pre-cast concrete curbing be placed across the frontage of the Bank and Food Store to define two driveways, and prevent backing of vehicles onto Dundas Street from the existing right-angle parking stalls. This requires a slight redesign of the parking layout to provide five parallel spaces in front of the stores in place of the existing nine right angle spaces. This will eliminate the very hazardous backing of vehicles onto Dundas Street into the stream of moving traffic and reduce the hazard of serious right angle collisions. This scheme will also provide better protection for pedestrians on the north side of Dundas Street by eliminating the uncontrolled access and designating only two access points which they would have to cross.

The attached exhibit 4 indicates the new layout which still leaves twenty-seven off-street spaces available. The peak usage of fourteen vehicles represents approximately 50% of the total spaces available with the new layout.

continued ...

10(c)

SUBJECT : Request for Traffic Signals at Dundas Street West and Robinson Street

COMMENTS :
continued ... Pedestrian crossing activity is not considered heavy at this location. Since the provision of the left-turn lane, it is used to advantage also as a refuge by pedestrians, providing a safer crossing than previously existed.

SUMMARY : Traffic volumes on Dundas Street are increasing as development continues to the west. However, it is projected that a significant volume of traffic will use Burnhamthorpe Road upon completion of the Burnhamthorpe Bridge.

Signal warrants are not met under present conditions and we do not project that they will be met in the future due to minimal volumes of traffic generated by Erindale Village. Funds are not allocated in the 1979 Budget for traffic signals at Dundas Street and Robinson Street, and 50% M.T.C. subsidy would not be available due to the warrants not being met.

Accident experience has been reduced by the provision of the left-turn lanes at the intersections of Proudfoot Street, Robinson Street and Jarvis Street. The majority of accidents are rear end which cannot be corrected by the provision of traffic signals. Heavy volumes and the stop and go conditions of peak hour traffic are the main contributory factors to the rear end accidents which are taking place. Installation of traffic signals would likely increase the number of accidents at this intersection.

Attached to this report are detailed results of the studies which were performed and the proposal to redesign the parking layout.

Exhibit 1 - Signal warrant Robinson Street only
2 - Signal warrant Proudfoot Street, Robinson Street and Jarvis Street
3 - Existing parking layout
4 - Proposed parking layout
5 - Delay study
6 - Speed survey and accident statistics

continued ...

10(c)

SUBJECT : Request for Traffic Signals at Dundas Street West and Robinson Street

RECOMMENDATIONS :

1) That traffic signals not be installed at Dundas Street West and Robinson Street at this time as warrants are not met.

2) That portable concrete curbs be placed across the frontage of the Food Store and Bank to limit access to these premises to two access points only.

3) That the Engineering Department continue to monitor the traffic situation on Dundas Street through Erindale Village.

4) That two oversized speed signs be erected on Dundas Street, one for each direction in the vicinity of Robinson Street.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
R.G.B. Edmunds
D.A.R. Ogilvie
L. Love
K.A. Cowan

Att.

WPJ:jb

10(d)

THE FROEBEL KINDERGARTEN FOUNDATION
THE FROEBEL SCHOOL
1560 Dundas Street West, Mississauga, Ontario, L5C 1E5. (277-9371)

December 27, 1978

Mr. John Murray
Clerk's Office
City of Mississauga
1 City Centre Drive
Mississauga, Ontario L5B 1MZ

Dear Mr. Murray:

Enclosed please find a statement from parents of children in the Froebel Kindergarten and School as well as concerned residents of Erindale Village who have signed a petition requesting a Traffic Light be installed on Dundas at Erindale Village.

We, as a delegation of concerned persons request an appointment to appear before City Council to discuss with you the need for this Traffic Light.

Yours sincerely,

RECEIVED
REGISTRY No. 12758
DATE DEC 29 1978
FILE No. 49-79
86-79
CLERK'S DEPARTMENT

Barbara E. Corbett (Dr.)
Director and Principal

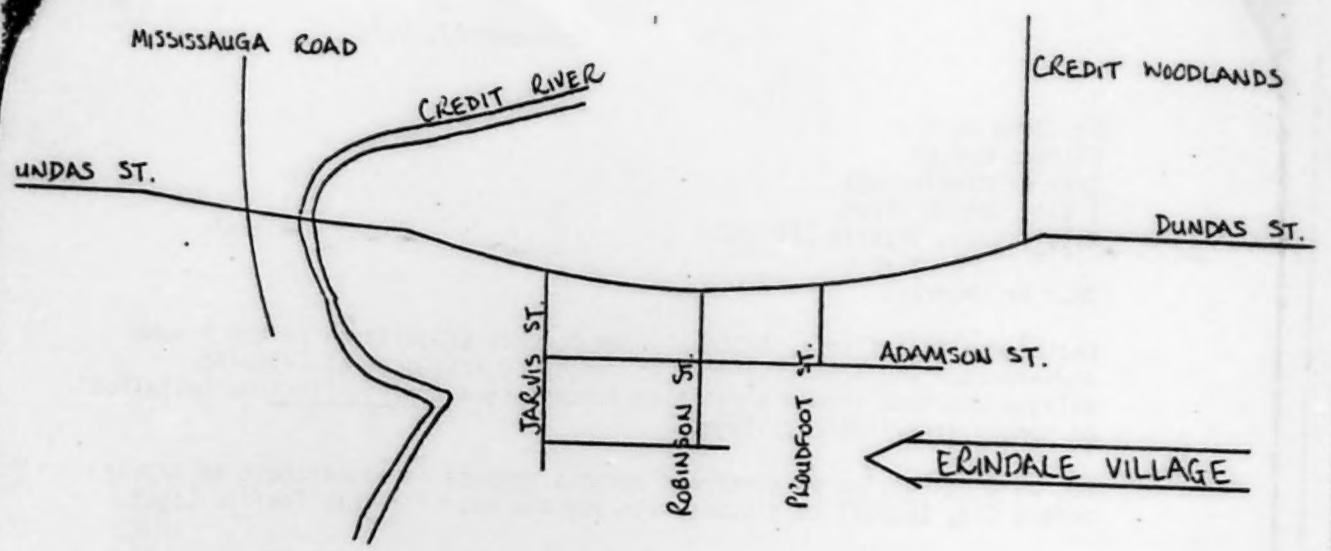
BEC/kmm
Encl.

cc: Mr. S. Mahoney
Mr. F. Hooper

10(e)

TO
CITY COUNCIL

CONCERNING A TRAFFIC LIGHT
ALLOWING ACCESS INTO, AND EXIT FROM
ERINDALE VILLAGE



We, a representative group of concerned parents and residents of Erindale Village feel a Traffic Light should be installed on Dundas, either at Robinson or Proudfoot in order to meet the needs of the growing community. There are several reasons we feel a light is necessary.

1. Dundas between Mississauga Road and Credit Woodlands Drive is a hazardous stretch of road. There is a hill on the east side of Mississauga Road and a treacherous curve on the west side of Credit Woodlands Drive. Reflecting sunlight can cause poor visibility at certain hours of the day, morning or afternoon. Furthermore drivers do exceed the speed limit on this stretch of road. Altogether conditions are hazardous.

2. Erindale Village is located on the south side of this hazardous stretch of road. Erindale Village is one of the oldest settlements in Mississauga, dating back to the 1850's. Pedestrians do cross Dundas Street to use the services of a bank and a store which are located on the north side of Dundas. This pattern has existed for many, many years. The dangers to residents crossing Dundas are obvious, even if they drive across the street.

3. There is a continually increasing volume of traffic on Dundas due to the new housing that is being built in Erin Mills and along the south side of Dundas east of Mississauga Road. Some of the traffic will no doubt use Burnhamthorpe when construction is completed, but due to the residential growth and the multiplication of services along Dundas, it needs to be thought of as a primary artery in Mississauga rather than an arterial highway.